The Literary Digest

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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FUNK & WAGNALLS COMPANY
NEW YORK AND LONDON

Vol. 42, No. 6. Whole No. 1086

FEBRUARY 11, 1911

Price 10 Cents

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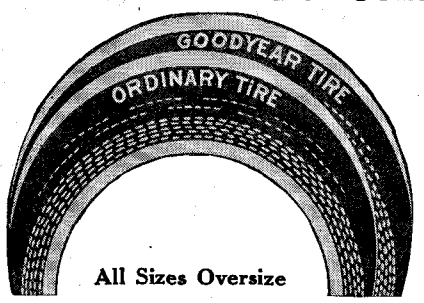
Goodyear No-Rim-Cut Tires Cost Nothing Extra Now

Last year these patented tires cost 20% more than other standard tires. Yet our tire sales jumped to $8,500,000 —multiplied *three times over* in that single year. All because these Goodyear features cut tire bills in two.

Now these same tires—these oversize, No-Rim-Cut tires —cost no extra price. Our multiplied output has cut the cost of production. You can get all these advantages by simply specifying Goodyear No-Rim-Cut tires.

Tires Ten Per Cent Oversize



All Sizes Oversize

This picture shows how Goodyear tires compare with other tires of equal rated size.

Goodyear tires average 10% larger—10% over the rated width.

That means 10% more tire—10% more air—10% added carrying capacity. It means, with the average car 25% more mileage per tire.

Yet Goodyear tires, with this 10% oversize, cost no more than other tires without it. The extra size is free.

Why We Give It

Goodyear No-Rim-Cut tires, as we tell on this page, don't need to be hooked to the rim. They have 63 piano wires woven into each base, so nothing can pull them off.

Because of this feature—which we control—we don't need to worry about tires coming off. So we can make the tires oversize without any danger.

We do it—and without extra charge—to protect Goodyear reputation. For these are the usual conditions:

Motor car makers, in deciding on tire size, figure on expected load. That means the weight of the car as they sell it, and the weight of the passengers at 150 pounds each.

They supply a tire size fitted to this load, but rarely leave any margin. Tires are expensive, and motor car costs are now figured closely.

You add a top, perhaps—a glass front, gas lamps, gas tank, an extra tire and other heavy things. And passengers sometimes weigh more than 150 pounds each.

Nine times in ten the expected weight is exceeded, often by hundreds of pounds. That is fatal to tires. When you add 25% in overweight you cut down the tire mileage half.

The result is a blow-out. Sometimes it comes when the tire is almost new. Then one naturally blames the tire.

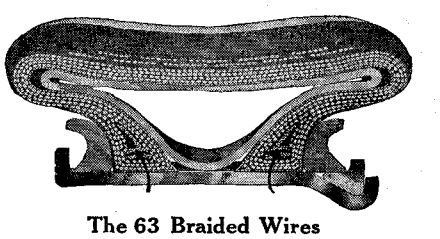
That's why we make Goodyear tires oversize. We allow 10% for extras. This year that additional size costs no extra price. Skimpy tires now cost as much as Goodyears.

Rim-Cutting Impossible

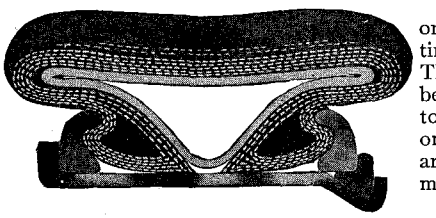
We have sold nearly half a million Goodyear No-Rim-Cut tires. We have run them deflated in a hundred tests—as far as 20 miles. In all this experience there has never been an instance of rim-cutting. Think what that means. You can, if necessary, run home on a punctured tire.

This picture shows a Goodyear No-Rim-Cut tire fitted in the standard rim now used for quick-detachable tires. The same principle is used in demountable rims.

Goodyear tires are made to fit any rim. We picture this rim because it is almost universal on new-model cars.


The 63 Braided Wires

Note that the rim flanges—which are removable—are placed to hook outward with No-Rim-Cut tires. The tire comes against the rounded edge, making rim-cutting impossible under any condition.



This picture shows how ordinary tires—clincher tires—fit this same rim. The rim flanges here must be placed to hook inward—to grasp hold of the hooks on the tire. These hooks are essential to hold common tires to the rim.

Note how the tire casing, when deflated, comes against the sharp hook of rim flange. That is what causes rim-cutting. A punctured tire is often wrecked in a moment.

No Hooks Needed

Goodyear No-Rim-Cut tires have no hooks on the base, for these tires don't need to be hooked to the rim. The reason lies in 126 braided piano wires vulcanized into the base of the tire. That makes the base unstretchable. Nothing can force the tire off the rim until you remove the flange. It is so secure that no tire bolts are needed—none are used.

When the tire is inflated these braided wires contract. Then the tire is held to the rim by a pressure of 134 pounds to the inch. So it can't even creep on the rim.

That is why hooks are unnecessary. That is why you turn the rim flanges out, so the tires when deflated come against a rounded edge.

This feature we control, and there is no other practical way to accomplish the purpose. The braided wires which contract under air pressure are essential to a safe hookless tire.

In every great show held this year—up to this writing—more pneumatic tired cars were equipped with Goodyears than with any other make.

Sixty-four leading motor car makers have contracted for Goodyears for 1911. They know from experience what these two features mean.

No Extra Cost

Remember that Goodyear No-Rim-Cut tires now cost no more than other standard tires. You get the oversize free. You get tires which can't rim-cut at the price of tires which may be wrecked in a moment. That difference is going to save motor car owners millions of dollars this year.

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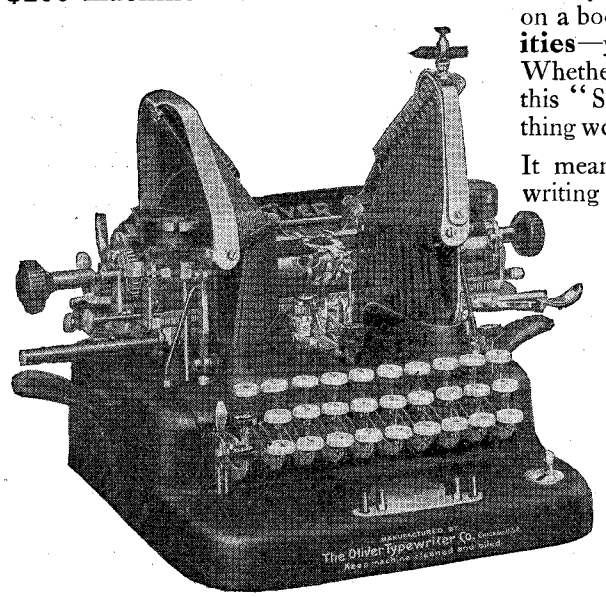
A message of vital moment to the vast audience reached by The Literary Digest.

We are selling the Oliver Typewriter—the Standard Visible Writer—the New Model No. 5—the regular $100 machine—for Seventeen Cents a Day! Whether you sit in the councils of great corporations or are perched on a bookkeeper's high stool—**whatever your part in the world's activities**—you are interested in a proposition that is **revolutionizing business.** Whether your income flows in a torrent of gold or slowly trickles in nickels, this "Seventeen-Cents-a-Day" offer of the Oliver Typewriter means something worth while to **you.**



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The Oliver Typewriter has an efficiency of 100 per cent, every day in the week and from one year's end to another.

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It operates with the lightest touch and thus prevents fatigue. The swiftest operator cannot overtake the speed of an Oliver Typewriter. It writes in beautiful, readable type and, of course, it **writes in sight.**

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The Oliver Typewriter in the Home

The simplicity, strength and easy operation of the Oliver Typewriter make it most desirable for use in the home.

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The OLIVER Typewriter

The Standard Visible Writer

The Oliver Typewriter is absolutely unique in design. That is the key to its greatness. The basic idea upon which its towering supremacy rests is its wonderful Double Type-Bar. What the Selden Patent is to the automobile, this principle is to the typewriter, **only we do not license its use on any other writing machine.**

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Sales Department **The Oliver Typewriter Company**

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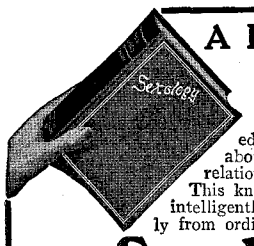

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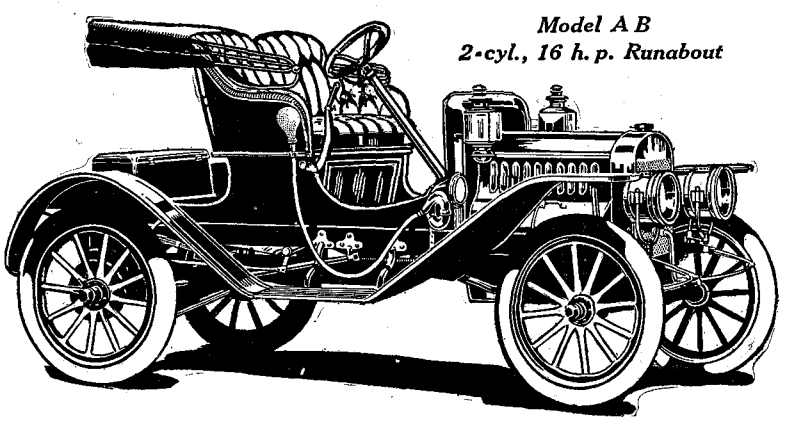

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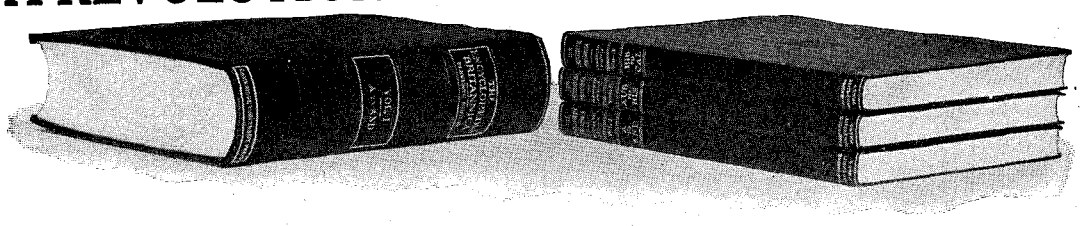

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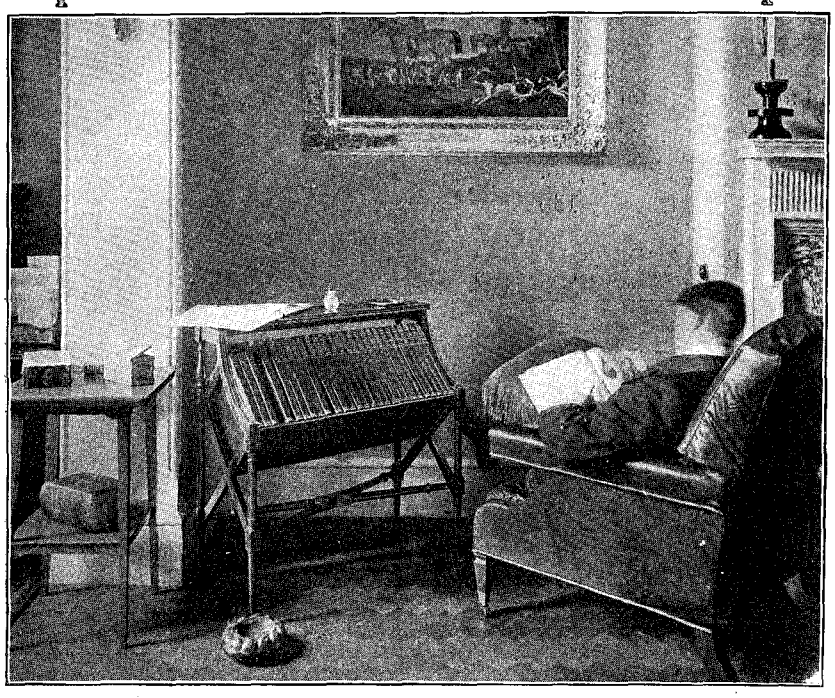

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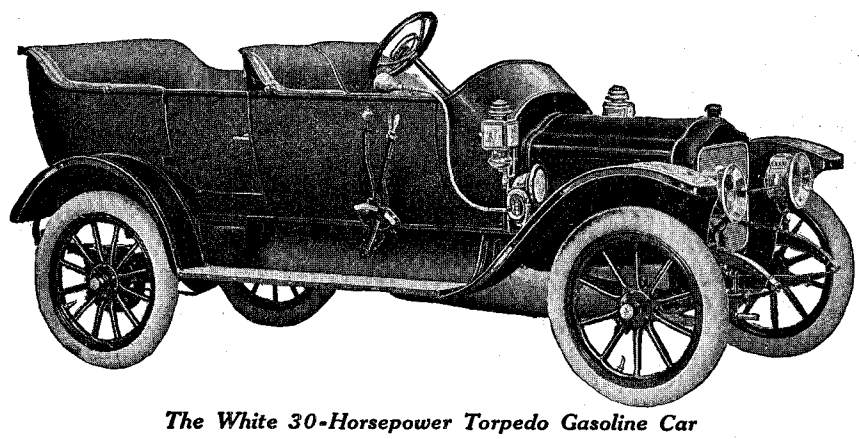

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Isaac K. Funk, Pres.; Adam W. Wagnalls, Vice-Pres.; Robert J. Cuddihy, Treas.; Robert Scott, Sec'y), 44–60 E. 23d St., New York

VOL. XLII., No. 6 NEW YORK, FEBRUARY 11, 1911 WHOLE NUMBER 1086

TOPICS OF THE DAY

RALLYING TO RECIPROCITY

WHILE PRESIDENT TAFT may not have increased his popularity with the Republican members of Congress by championing a Canadian reciprocity program which is said to be even more embarrassing to the insurgents than to the standpatters, he can turn for comfort to the thought that, if the testimony of the press is any sign, he has made a hit with the public. Editorial opinion, regardless of party or section, seems to be rallying to the support of what one correspondent calls "the first Taft policy." Thus while the fishing-boats of Gloucester, Mass., fly their flags at half-mast in grief over the prospect of free entry for Canadian fish, we find the Reciprocity Bill indorsed by Gloucester's big neighbor, Boston, through such papers as *The Traveler* (Rep.), *The Transcript* (Ind. Rep.), and *The Herald* (Ind.). "If a referendum on reciprocity could be taken in the United States," declares *The Herald*, "it is sure that a majority for closer trade relations would be found in both countries." "The fish consumers are, after all, the ones to be considered first," suggests *The Transcript*, which adds, turning to the more general aspect of the question, that "the removal of trade barriers increases trade in almost all directions." But more surprizing than the attitude of these papers is that of the Gloucester Salt Fish Company, whose president telegraphs Congress that "a very strong feeling in favor of the reciprocal agreement with Canada exists among the citizens of Gloucester," and that "neither the Board of Trade nor the citizens generally have authorized any committee to protest against it." Moreover, the reciprocity program is submitted to the House in a bill fathered by Representative Samuel W. McCall, of Massachusetts.

Turning to the Western and Northwestern States, whose representatives have been declaring that a free exchange of foodstuffs with Canada would impoverish our farmers, we still find the newspapers generally convinced that the benefits of reciprocity would far outweigh any temporary disadvantages or inequities. Thus in support of the President's measure we find such papers as the Chicago *Record-Herald* (Ind.), *Tribune* (Rep.), and *Post* (Ind.), the Omaha *Bee* (Rep.), the Milwaukee *Free Press* (Ind. Rep.), and *Sentinel* (Rep.), the Dayton, Ohio, *Journal* (Rep.), the Cincinnati *Times-Star* (Rep.), the insurgent *Capital* of Topeka, Kans., and the leading Progressive Republican newspaper of Iowa, the Des Moines *Register and Leader*. In a State where the opposition to free lumber is supposed to be strongest we discover the Detroit *Free Press* (Ind.) declaring that the rejection of the reciprocity proposals "would be a serious misfortune," while the Tacoma *Ledger* (Rep.) remarks non-committally that in the State of Washington "we have conflicting interests," so that "our members of Congress will be puzzled to know what is best to do when they hear the arguments pro and con from their constituents." The St. Paul *Pioneer Press* (Ind. Rep.) is also non-committal.

In the East and South we find the Reciprocity Bill indorsed with equal cordiality by Republican, Democratic, and Independent editors. Calling the roll of a few of the papers which are supporting President Taft in his demand for freer trade relations with our Northern neighbor we find the Springfield *Republican* (Ind.) and *Union* (Rep.), the Jersey City *Journal* (Rep.), the Washington *Star* (Ind.) and *Times* (Ind.), the Pittsburg *Post* (Dem.), *Sun* (Ind.), and *Gazette-Times* (Rep.), the Philadelphia *Press* (Rep.), *Public Ledger* (Ind.), and *North American* (Ind. Rep.), the Baltimore *Sun* (Ind.) and *American* (Rep.), the Atlanta *Journal* (Dem.) and *Constitution* (Dem.), the Louisville *Courier-Journal* (Dem.) and *Post* (Ind.), the Columbia *State* (Dem.), the New Orleans *Picayune* (Dem.), the Nashville *Tennessean* (Ind. Dem.), practically all the New York City papers, and the Buffalo *Enquirer* (Dem.). In addition to this, the Washington correspondents tell us, telegrams and letters are pouring into the White House from all over the country commending the President's stand.

"For the Republicans to refuse to put through the agreement with Canada," declares the New York *Evening Post* (Ind.), "would be to hand the next Presidential election to the Democrats on a silver platter"; and the New York *Times* (Ind. Dem.) utters the same warning, "If the Democratic party will heartily support the agreement with Canada," says the Louisville *Post* (Ind.), "it will go far to justify public confidence." The present tendency of Democrats in Congress, according to the Washington correspondents, is to give this support. As the Indianapolis *News* (Ind.) reads the signs, "President Taft is going to win on his Canadian reciprocity idea."

Even so stanch a protectionist paper as the Philadelphia *Press* (Rep.) declares that the proposed agreement "solves the problem of sixty years," and "should be accepted by the Senate and House without delay," while the rather radical *North American* (Ind. Rep.), of the same city, which has hitherto found little to praise in the Taft Administration, lags behind none in its enthusiasm for this "big, broad, brave, right" proposal. "It is nothing more nor less than a return to historic Republicanism and the true protective theory," it adds, "and is

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wholly praiseworthy and responsive to the best thought of the American people." While many of the Washington correspondents admit that the bill may get safely through the House at this session in spite of Speaker Cannon's avowed opposition and the divided attitude of the insurgents, most of them still shake their heads over its prospects in the Senate, where the strongest opposition is predicted. "Let our boards of trade and other commercial bodies strike for ratification at this session," exclaims the Springfield *Republican* (Ind.). "Let the Senate especially hear from them."

The same paper deplores the obstruction offered by "the almost hopeless provincialism of selfish interests," adding: "High time is it for the American people to think in continents." The agreement, says the Chicago *Record-Herald* (Ind.), "is but a modest step in the right direction"—namely, toward complete free trade between the two countries. "If we demand protection to equalize the cost of production," it adds, "there are no differences to equalize in this direction." This same argument has been repeatedly made by no less an authority than James J. Hill. Urging the acceptance of the reciprocity agreement the Chicago *Tribune* (Rep.) says:

"If the real interests of the American people and the wishes of the great majority of them controlled Congress, the legislation to make effective the beneficent agreement with Canada which the President has transmitted to it would be enacted in a few days. The protests of the Gloucester fishermen, the outcries of the opulent confederated lumbermen, and the clamor of mistaken and rather demagogical friends of American cattle-raisers and farmers would not be permitted to delay action.

"The agreement provides for the repeal of the duties which each country now imposes on the grains, fruits, vegetables, dairy products, and fish of the other. The existence of these duties is an absurdity where conditions as to production and wages on one side of the boundary are essentially the same as those on the other side. Remove them and Canadians would be more liberal buyers of early fruits and vegetables grown in the United States. They would buy more American summer apples and the Americans more Canadian winter apples."

"We strongly believe that freer trade with Canada would make distinctly for the greatest good to the greatest number in both countries," says the Milwaukee *Sentinel* (Rep.), and *The Free Press* (Rep.), of the same city, declares that "the high-tariff wall between these two neighbor countries has long been one of the conspicuous follies of our protective policy." "It is noteworthy," remarks the New York *Tribune* (Rep.), "that the opponents of the agreement do not allege that it will prove injurious to the country at large." "Circumscribed local interests will have to give way to the general good," it adds, "especially when those interests are not likely to be able to make out a case of more than moderate and temporary inconvenience."

"There is no better reason for a tariff wall of any height between Canada and the United States than between New York and Pennsylvania," remarks the Buffalo *Enquirer* (Dem.), and the Brooklyn *Standard Union* (Rep.) is convinced that "this country is really willing to agree with Canada on everything except which side of the road to turn out when driving."

Briefly stated, says the Omaha *Bee* (Rep.), the effect of reciprocity with Canada would be to stimulate commerce between the two countries by opening up to each new fields of supply and demand. "Whether the general benefit will exactly balance it is impossible to calculate," says the New York *Journal of Commerce* (Com.), "but it is better to secure a benefit in place of an injury, even if the other party may secure one that is slightly greater." The same paper goes on to say:

"In this matter of offsetting concessions it is to be remembered that our schedules of duties are much more numerous and in most items higher than those of Canada. Many are such as it would be better for us to reduce or remove on our own account if Canada made no concessions at all. Some of them are perfectly useless and others are more injurious to us than to our neighbor. It is part of the mass of fallacy upon which our tariff is so largely built, that the barrier against imports is an advantage to us and a disadvantage only to the countries from which we buy, whereas the obstruction to trade often hurts us more than the other party.

"The concessions we make are in themselves for our benefit, and most if not all of them it would be wise to make if we got nothing in return."

The effect of reciprocity on the American farmer, says the Chicago *Post* (Ind.), will be, in the long run, beneficial rather than injurious:

"If Canada and the United States should be made one country to-morrow, does anybody think that the American farmer would suffer? In a sense the arrangement for free trade in many of the food products makes the two countries one. There is no pauper labor in Canada. Conditions of production are much the same, and if a decrease in price of some of the articles of food shall come to the consumer of the country it is more than likely that increased sales will more than offset the losses which some of the protection-at-any-price advocates seem to fear."

The proposed reciprocity agreement, declares the Chicago *Record-Herald* (Ind.), "will not injure *materially* or *permanently* any American industry." Moreover, we are assured, it would tend to minimize, rather than to accentuate, the question of annexation:

"We have heard men talk loudly for annexation as a means of extending trade. Give them the trade and they will take only a philosophic interest in political and governmental divisions. It will be satisfaction enough that international business is promoted and that Canada and the United States are better neighbors than ever.

"On the other hand, if the agreement is rejected, differences will be accentuated and a great opportunity to secure peace and prosperity will have been lost. And if we draw back now after all that has been said of popular sentiment since the tariff debate began, we shall be condemned out of our own mouths."

Special interest attaches to the testimony of W. C. Brown, president of the New York Central Railroad. As an Iowa farmer Mr. Brown "can not contemplate the proposition with much satisfaction," since "if it confers any benefits in the way of reduced prices, every dollar of this reduction will be taken from the farmers of the United States." He adds, however, that even from the farmer's point of view "compensating features not now apparent may develop." Speaking, however, in the joint capacity of ultimate consumer and railroad man, he says of the proposed agreement:

"It will result in a material lowering of the price of almost everything raised on the farm and, if the commission merchant and retailer reflect these reductions in the prices to consumers, in an appreciable reduction in the cost of living. There are millions of acres of cheap land across the border which, by the construction of railroads, is being made easily accessible. It will be of great benefit to lumber- and paper-users and also, by increased shipments, to the railroads of the United States."

Among the papers which see in free farm products a check to our agricultural development are the Denver *Republican* (Rep.) and the Chicago *Farmers' and Drovers' Journal*—the latter "America's greatest farm daily." Says *The Farmers' and Drovers' Journal*:

"From the producers' standpoint this arrangement, as put up to Congress, means too much of a boost for the manufacturing interests of New England on the one hand and too great a sacrifice to the farmer of the Middle West on the other. It will mean a great increase of tonnage for certain of the railroads which traverse our Northern border and have spurs leading up into the great agricultural regions of the Canadian Northwest. Also it will mean a great tonnage increase for certain of the Eastern lines which tap Toronto, Montreal, Ottawa, and others of the larger cities of Eastern Canada, but just where the farmers of the Mississippi Valley and the rangemen of the West are to benefit has not been made clear. . . . .

"Class legislation, you say? Well, something strongly akin to it, anyway."

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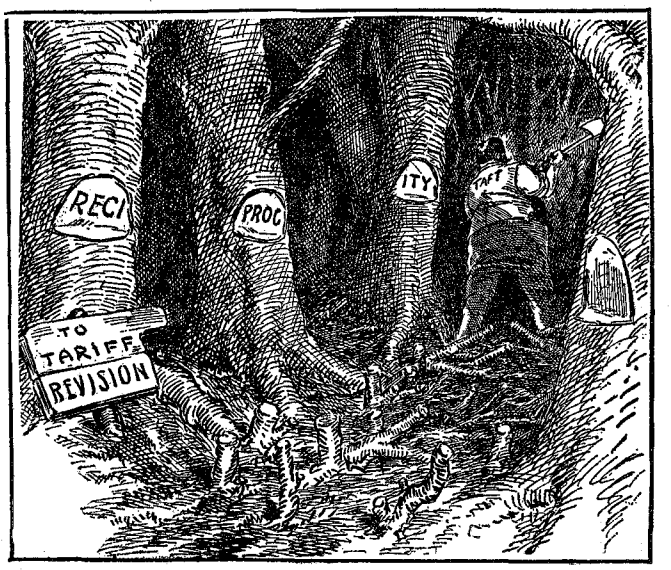
COURTING UNDER DIFFICULTIES.
—Bradley in the Chicago *News*.

A RAINBOW OF PROMISE.
—Shiras in the Pittsburg *Gazette Times*.

A GOOD BEGINNING.
—De Mar in the Philadelphia *Record*.

WHAT WILL THE OLD FOLKS SAY?
—Ireland in the Columbus *Dispatch*.

WHICH HORN, INSURGENT?
—Heaton in the Chicago *Inter Ocean*.



BLAZING THE WAY.
—Macauley in the New York *World*.

THRILLING MOMENTS IN THE RECIPROCITY DRAMA.

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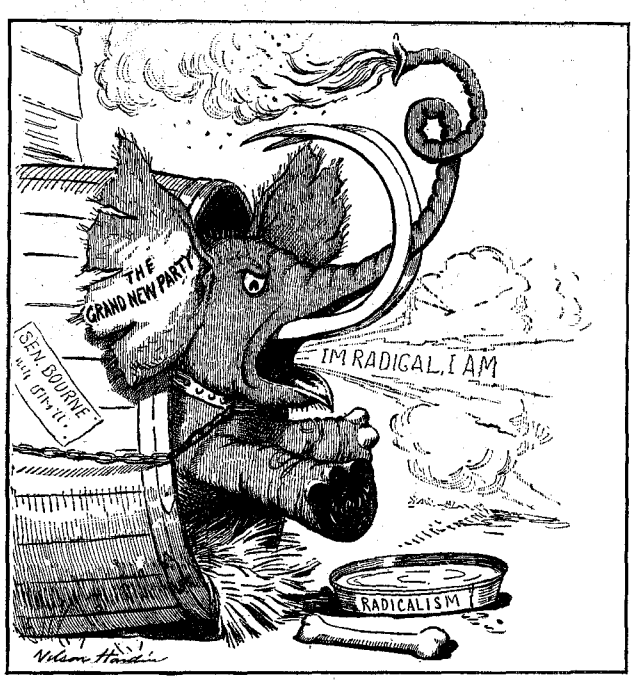

WON'T HE BE A TERROR WHEN HE GROWS UP!
—Harding in the Brooklyn *Eagle*.

FRIVOLOUS

WHAT THE PROGRESSIVE LEAGUE MAY DO

NOBODY seems to expect as yet that the "National Progressive Republican League" will elect a President in 1912, to judge from the newspaper comment, but at the same time there is not a little feeling evident that the League may cut a large figure in the result. Senator La Follette is being boomed for the Presidential nomination and Senator Bourne, president of the League, reports that the response of the country to the formation of the new body "has been amazing." "The present political unrest," he says, "seems ready to crystallize about a program of popular government so that the people themselves can express their will on industrial, social, and economic questions." President Taft declares that he is progressive himself, and Gifford Pinchot took occasion last week to praise the President's policy of water-power conservation very warmly, yet there is a feeling in the air that the new League is hostile to him. Senator Brown, of Nebraska, one of the signers of the League's program, has written the President a letter declaring that he will support him for renomination, but he is the only member of the League, as far as we have seen, who has done so. The New York *Press*, an insurgent Republican organ, believes that "no one can tell at this moment whether most of the signers will acquiesce in Mr. Taft's renomination or do their utmost to prevent it." "That question," it says, "is not yet settled—all depends on what Mr. Taft does and says in the next year and a half." *The Press* pays a fine tribute to Senator La Follette, but adds:

"Nevertheless, we do not think the Republicans at all likely to nominate Senator La Follette in 1912. His chances might be better four years later. The growth of progressive ideas in the party has been rapid. It will continue to be rapid. But it will not, by 1912, be sufficient to bring average Republican opinion into thorough harmony with the ideas for which La Follette stands. Yet his candidacy for the nomination, so far from doing political damage, will serve to propagate these ideas, and to hasten the day when they will prevail throughout the party."

The friends of La Follette aver that he will have the support of one-third of the delegates to the next Republican National Convention, says the Washington correspondent of the New York *Evening Post* (Ind.), but the correspondent hints that these friends may be a little over-optimistic. He sizes up the situation thus:

"Senator La Follette will make his fight in the convention, and he doubtless knows, as his friends know, that it will be a losing fight, as far as the main prize of battle is concerned. . . . Even La Follette's following apprehend that the President will be nominated to succeed himself, but it is its intention to make as strong a showing in the convention as is possible against Mr. Taft, . . . and then trust to the events of four years to make them strong enough to control the national delegate body in 1916."

The Republican press show some hesitation about indorsing the new League, and several of the more conservative organs openly sneer at it. Thus the San Francisco *Chronicle* (Ind. Rep.) remarks that its program "is substantially identical, as far as it goes, with that of the now defunct Populist party," and this paper believes that the present plan of choosing Senators, public officials, and party leaders is preferable to "direct election," "direct primaries," initiative, referendum, recall, etc. The San Francisco *Call* (Rep.), however, sees more hope for the League, not as a new party, perhaps, but as a corrective for the old one:

NEMESIS.
—May in the Detroit *Journal*.

VIEWS OF

"That the progressive movement will lapse and die out even as Populism was suffered to die we do not believe. It is, of course, proverbially difficult to create a new political party in this country, but the thing has been done and may be repeated if an issue of sufficient magnitude is presented. We are not prepared to say that an issue of such character is now before the people. The questions that most agitate men's minds in America to-day are those of the incidence of taxation, whether exacted arbitrarily in the shape of prices by monopoly or imposed by Congress in response to demands by the special interests. If the Republican party does not divorce itself once and for all from these forms of oppression, there will be a new party, but we believe the Republicans are preparing to unload the Jonahs and dismiss from power men of the Aldrich stripe. If that is done there will be no need for a new party."

Democratic satisfaction over this rift in the Republican lute is evident. The New Orleans *Times-Democrat* (Dem.) shows how the formation of the League may easily alienate Colonel Roosevelt and the President, if it has not already done so, and observes:

"If the new movement have the force and vitality that the insurgency under Greeley had in 1872, the reelection of Presi-

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dent Taft as a regular Republican is not on the cards. If La Follette or any other progressive can take the strength away from the regular organization that Greeley carried outside the reservation in 1872, the Republicans have not the slightest chance of winning the Presidency. The two parties are to-day of very nearly equal strength, and serious disaffection from either will prove fatal.

"If Colonel Roosevelt assumes the attitude in 1912 that B. Gratz Brown did in 1872, and secures the following that the Missourian had, the next President will be a Democrat beyond question and the Administration's fear of the progressive movement will have been entirely justified."

A similar view is taken by the Montgomery (Ala.) *Advertiser* (Dem.), which says:

"Since the war the Republican party has not been so divided as it is to-day. The division in New York State during Garfield's time, following the resignation of Conkling and Platt, was a mere local matter, compared with the factions which now exist within the Republican party. Instead of being chastened by the overwhelming defeat of last November, the Republican party is divided, sore, and rebellious. For the first time since the war, it is in a state of mutiny.

"Congress has now been in session long enough for harmony to have been restored within the Republican party if it were possible to restore harmony, but the Progressives and Regulars at Washington are belaboring each other more vigorously and more vindictively than they were last year. . . . . .

"The interest in the next session of Congress will center, not only on the fight between the Republicans and Democrats, but on the lively factional fight between the Cannon crowd and the Norris crowd within the Republican party.

"Each day the prospect begins to brighten for the Democratic party for 1912. If Cannon and Norris, with their two crowds behind them, continue to scrap, as now seems certain, nothing can prevent the election of a Democratic President."

ROOSEVELT—"Boys will be boys!"
—Donahey in the Cleveland *Plain Dealer*.

A SOLEMN

Colonel Roosevelt said in a letter to be read at the dollar dinner of Progressive Republicans in Jersey City last week:

"As I have said elsewhere, 'I am a Progressive—I could not be anything else.' For the Progressives are those who really believe in the people, who stand for the fundamentals of popular rule. We must work and we must fight for the restoration of popular rule, striving to secure the adoption of such instruments of popular rule as the direct primary, strict election laws, and corrupt practises acts, the popular election of United States Senators, the direct nomination of delegates to Presidential conventions, and, with careful limitations and safeguards, the referendum and initiative, where these are shown to be needed."

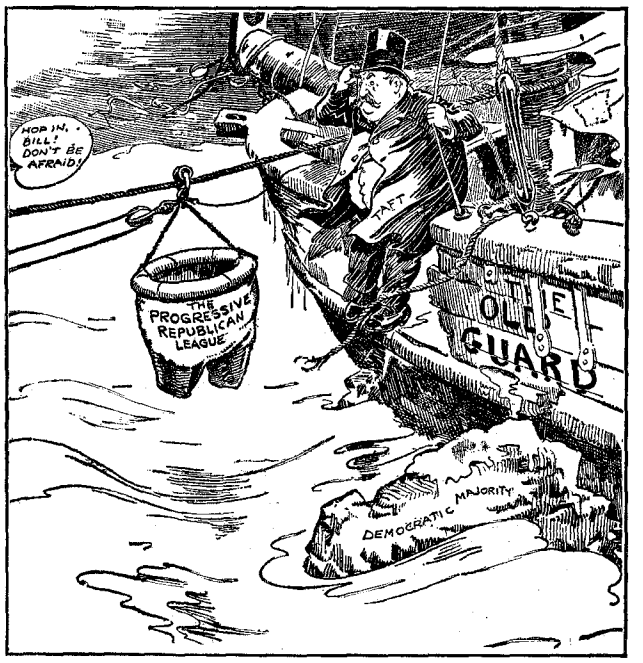
SAN FRANCISCO'S FAIR VICTORY

THE ROCKET'S red glare, bombs bursting in air, to say nothing of the shriek of steam-whistles and the ringing of bells big and little told the people of San Francisco that the great Panama Fair is to be theirs. So the press dispatches describe feebly the city's celebration when the House of Representatives chose the Pacific metropolis over New Orleans as the site of the exposition. If oratory could have won the prize in the great tournament on the floor of the House—"the finest scene of the Sixty-first Congress"—Congressman Rodenberg, of Illinois, "would have been the hero and New Orleans the victor of the hour," declares John Temple Graves in the New York *American*. For in that hour of debate, "San Francisco massed its sharpshooters for a rattling fire of musketry," while "New Orleans sought to batter down the walls of opposition in one powerful Columbiad of oratory." But the legislators, tho they shouted for New Orleans, cast their votes for San Francisco. "The fight is over," says Champion Rodenberg.

"San Francisco needs four years to prepare for the exposition. I have understood the decision of the House controlled. I believe the Senate will not attempt to defeat the will of the House. New Orleans has made her fight and lost. The world loves a game loser. San Francisco has not been a decisive victor. I understand San Francisco will be the selection declared at this session of Congress."

And San Francisco, insinuates the New York *Evening Post*, will think none the less of her victory for the "frank acceptance of the fact" that "the influence of the Administration was cast on her side for the purpose of obtaining, without open protest, the ratification of the new treaty with Japan."

The campaign waged so furiously in the newspapers of the two cities, and in pamphlets sent out by various interested associations, is now apparently at an end. Each side had indulged in vociferous denunciations, wherein not the climate, nor the situation, nor the morals, nor the history, nor the restaurants of the rival were spared. From both cities came accusations of "juggling tricks in Congress." In connection with this it is of interest to note that the New Orleans proposition, asking for a Government appropriation of $1,000,000 and



THAT PUZZLING MOMENT.
When you don't quite know whether to go or stay.
—Bradley in the Chicago *News*.

VENTURE.

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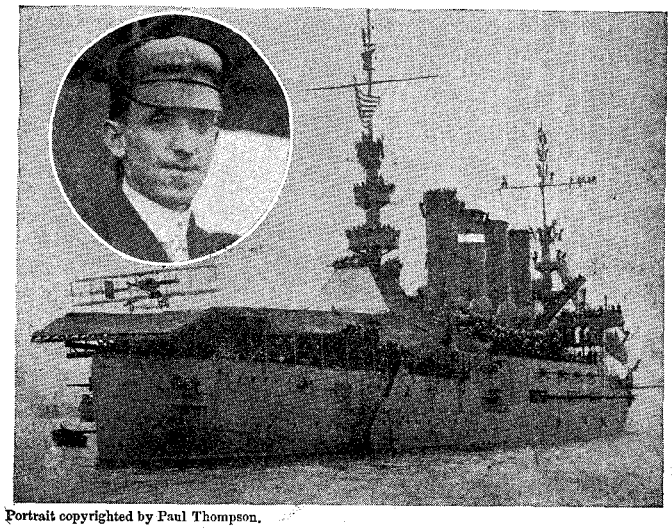

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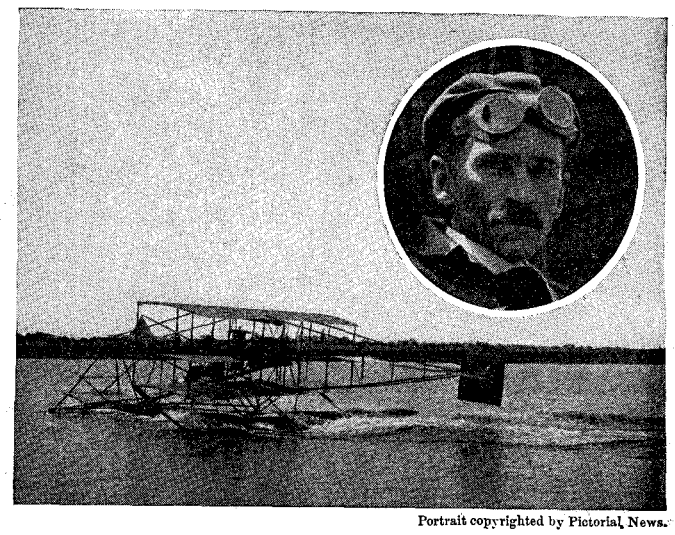
TYPE FOR A NEW MOSQUITO FLEET.

On January 18 Eugene B. Ely, after a twelve-mile flight over San Francisco Bay, alighted on the deck of the cruiser *Pennsylvania*, whence he made a return flight to the aviation field. "I think the trick could be turned nine times out of ten," he says.



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AN AQUATIC AEROPLANE.

Californians witnessed another striking demonstration of the possibilities of aeroplanes as adjuncts of the navy on January 26, when Glenn H. Curtiss in a new type of aeroplane proved himself equally at home on the surface of San Diego Bay and in the air above it.

BETWEEN WIND AND WATER.

the creation of a Government commission was presented by the House Committee on Expositions and Industrial Arts, while from the Foreign Affairs Committee came the Kahn Bill which asks no Government subsidy for San Francisco, but simply authorizes the President of the United States to invite foreign nations to take part in the fair. And the Congressmen simply took their choice.

"Under all circumstances," thinks the Philadelphia *Inquirer*, the victory of San Francisco seems the best possible result, and the Dayton *Journal*, Cleveland *Leader*, and Boston *Advertiser* seem equally well pleased with the decision of the House of Representatives. *The Evening Wisconsin*, of Milwaukee, believes the fair goes to San Francisco because the people and government of California have agreed to shoulder the entire financial burden. But this paper adds that "human nature being what it is, the probability is great that before San Francisco gets through with her preparations for this fair she will be anxious to commit the Federal Government to some policy in connection with the undertaking that will involve a liberal outlay of money." The Nashville *Banner* is quite positive that

"If the Senate sanctions the location of the exposition at San Francisco, that city will appeal to the next Congress for an appropriation fully as large as that asked for by New Orleans. It would certainly be unjust and wrong to allow the California city to defeat New Orleans on the ground that San Francisco had asked for no appropriation and afterward to get the appropriation that was desired by the city on the gulf."

Other representative papers in the South are grieved at the ill-fortune of New Orleans. The location of the fair at San Francisco will prevent it from being "truly national in its scope and results," declares the Atlanta *Journal*. It is "preposterous," cries the Vicksburg *Herald*, and the editor of the Richmond *Times-Dispatch* would as soon think of holding "an exposition at Tampa to celebrate the discovery of gold in Alaska, as to hold an exposition in San Francisco to celebrate the opening of the Panama Canal."

Still other papers which have been wearied by the recriminations of the rivals believe with the Indianapolis *News* that outside of the immediate vicinity of the two cities, nobody cared a rap where the fair was to be held. And *The News* is of the opinion that there would be no mourning if Congress should finally decide not to authorize or indorse any exposition.

MURDER MADE EASY IN NEW YORK

NEW YORK CITY was startled last week to learn from the Coroner's annual report that the number of homicides within her borders during 1910 was nearly double the record for the preceding year. "The number in itself—185—is large enough to command attention," remarks the New York *Evening World*, "but the increase is amazing." For these 185 killings only 77 persons were arrested and held. These figures, exclaims the Springfield *Republican*, are sufficiently startling to cause a renewal of the agitation for laws more closely restricting the sale of deadly weapons. Other papers agree in tracing this growing evil mainly to the ease with which revolvers can be purchased, and they emphasize the need of reform by allusions to the attempted assassination of Mayor Gaynor and the more recent murder of David Graham Phillips. "It is now as easy to buy a revolver as a glass of soda-water," remarks the New York *Globe*. "A London policeman may not carry a revolver," says *The World*, "but in New York any gang member or crank may do so with only the contingent penalty of being found out after the murder has been committed." The same paper adds:

"Every man with a loaded revolver on his person is a potential criminal, and if he could be sent to jail for an adequate term some progress might be made in checking the evil and in reducing the number of homicides. But it can never be really ended while it is possible for a boy or man to buy at any pawnbroker's or at a hundred retail shops the weapon with which in a moment of passion or for a fancied grievance he can take the life of some other human being."

The effectiveness of the laws in all parts of the country forbidding the sale of poisons by drug clerks except upon duly certified prescriptions would seem to point the way to the placing of similar restrictions upon the sale of firearms, remarks the New York *Times*. Other papers urge that it is a matter for State as well as municipal regulation. There is now a bill before the New York Senate making it a felony to carry blackjacks, bludgeons, sandbags, or any other dangerous or deadly instrument or weapon without a permit, and providing that every firearm shall be registered at the time of sale. Says the New York *Journal of Commerce*:

"Obviously the regulation of 'carrying' concealed weapons is not enough. It has little or no effect so long as the weapons can be freely bought and can be effectually concealed upon the

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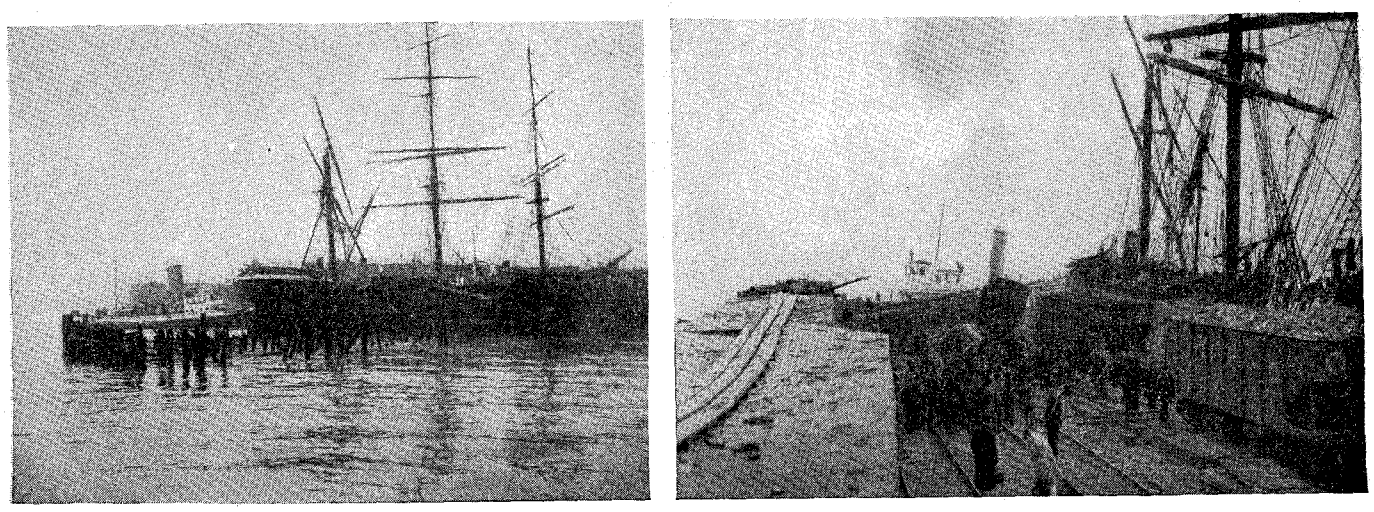

WHAT FIVE TONS OF BLACK POWDER DID.

How the spot looks where the great powder explosion occurred on February 1, at Communipaw, N. J., opposite New York City. About 30 men were killed and many injured. A steam lighter, a gasoline tug, and several freight cars were blown to bits and the pier wrecked, but the photographs show that a three-masted ship and several freight cars on the spot were but little hurt. Sixty tons of dynamite in the cars failed to explode. Two men in the rigging of the ship were not seriously hurt. Some think that this comparatively small damage done by 5 tons of powder shows that little effect would be produced by the plan to drop 100 or 200 pounds of explosive from aeroplanes or airships in war time.

person. It is the selling and buying that need to be regulated. Pistols can be bought indiscriminately at hundreds of places in the city, often at very low prices, and anybody can buy them without being identified or questioned. Every dealer in firearms should be required to take out a duly recorded license and should not be allowed to sell them to any one who does not have a license to purchase and carry them. Every sale should be recorded with the name, address, and description of the purchaser.

"There are few who have any sound reason for carrying a pistol and those can not object to being on record. Those who ought not to be allowed to carry them are many, and so far as possible they should be prevented. A city ordinance would restrain and limit the evil, but the restriction to be effectual, should be general. There should be a State law, and it is one of the subjects on which there ought to be uniform legislation. Life is not safe while any criminal or lunatic or quarrelsome or passionate person is free to buy and carry about deadly weapons at will."

DOUBTS ABOUT THE TARIFF BOARD

SOME TREPIDATION is felt by the friends of the bill creating a permanent Tariff Board, which passed the House last week, about the prospects in the Senate. The more or less inspired Washington correspondent of the New York *Tribune* wires his paper that "nothing short of a Democratic filibuster can prevent its becoming a law," but it seems that a Democratic filibuster is just what is feared. The correspondent of the New York *Sun* represents Senator Bailey, of Texas, as "very much wrought up over the bill," and apparently possest of a mighty determination to block it. This correspondent is inclined to think he will succeed, especially since "he will have the support of all but two of the Democrats in the Senate." According to the New York *World's* (Dem.) best information the regular Republicans will abet this scheme by letting the Finance Committee report the bill favorably and then leaving it to the tender mercies of the Democrats.

The chief provisions of the bill are thus summarized by the New York *Journal of Commerce*:

"The bill creates a permanent Tariff Board in lieu of the present Board, which is a creature of a provision of the Sundry Civil Appropriation Bill, and which will expire by its own limitation on June 30 next. The Board is to consist of five members, not more than three of whom shall be of the same political party. The term of office shall be six years each, and those first appointed shall be for terms of two, three, four, five, and six years respectively, to be designated by the President. The President is also to designate one of the members to be chairman. The salaries of the members are $7,500 annually for the chairman, and $7,000 each for the other members. The Board is to have its principal office in Washington, and is empowered to sit in any other place in the United States or in foreign countries."

The weight of editorial opinion favors this measure as one that will infuse more light and less heat into our tariff revision, and bring more justice and less disturbance to business. More confidence seems to be felt in a board of experts than in a Congressional committee. Says the Cleveland *Leader* (Rep.):

"There is no reasonable doubt that with the right kind of tariff commission, a permanent and well chosen body of experts, the old fear of wholesale tariff changes would largely disappear from the business world. The producing and distributing forces of American industrial and commercial life would soon experience a new sense of security and relief. . . . It would speedily be understood that the cost of producing a multitude of commodities was no longer to be made the football of parties and the sport of cranks and demagogs."

The publicity feature of this measure appeals strongly to the New York *Tribune* (Rep.) and the Indianapolis *News* (Dem.), which is glad that "Congress will no longer be permitted to act in ignorance, and the people will not be in the dark. Congress will get its facts from an official and presumably impartial body, and not from such 'experts' as Whitman, Littauer, and Lippitt." *The News* goes on to call attention to the importance of an amendment inserted in the House bill, at the suggestion of the Democratic members of the Ways and Means Committee:

"The amended bill provides that the board or commission shall 'make investigation of any subject whatever, directed by either House of Congress.' As the Democrats will control the next House of Representatives the Board will thus be subject to their direction, and can be used for any sort of investigation they may desire to make."

A thoroughgoing distrust of the whole scheme is evinced by the Washington *Post* (Ind.), which believes that Congress will want to go over all the work that is done by the Board, anyway; so it will, in all likelihood, "prove a superfluous and expensive luxury." The New York *Journal of Commerce* (Com.) also has its grave doubts. In the large Democratic vote against the measure it sees the lack of faith in "any non-partizan purpose in the creation of this Tariff Board, or of scientific revision or substantial downward revision of any kind as the result of its activity." Similarly it discovers in the nearly unanimous support of the House Republicans, including the ardent advocates of high protection, a confidence that the Board will be used "to prevent rather than facilitate any radical or far-reaching

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changes in the schedules, . . . in other words, to hamper tariff reform rather than to help it." To the Socialist New York *Call* this action of Congress is but another scene in the "merry farce of Revising the Tariff"; "Congress having revised the tariff up and having revised the tariff down, it is now revising it sideways."

MATCH-WORKERS SAVED BY THE TRUST

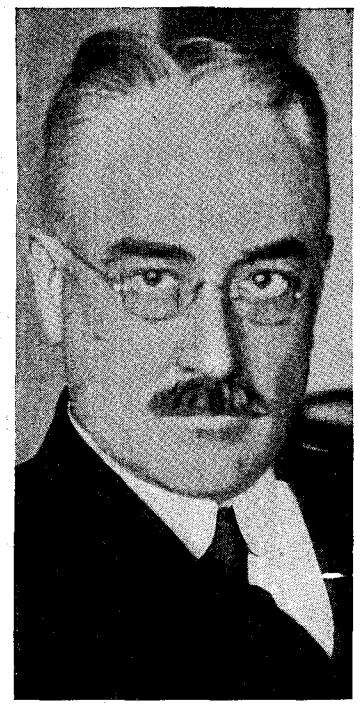
THE STORIES of the frightful sufferings and disfigurement of the match-factory workers, as told in this and other magazines, are now happily to be ended, we are told, by the voluntary action of the Match Trust, which has given up its patent on the use of sesquisulfid, the most feasible substitute for the deadly white phophorus in the manufacture of matches. All match manufacturers can now use the sesquisulfid, and the horrors of this industry need no longer exist. For once we find even the Socialist press joining all the rest in praise of a trust. Its action is "as praiseworthy as it is unbusinesslike," exclaims a Socialist editor, while the more dignified New York *Tribune* affirms that the trust shows a "more than ordinarily reasonable and public-spirited attitude."

The sad conditions ended by this action of the Diamond Match Company are thus sketched by the New York *World:*

"Phosphorus poisoning, entering through decayed teeth, in many cases ate away the jaw-bones of the workers, compelling disfiguring operations and often causing death.

"Perfect sanitation in factories and insistence upon care of their teeth by employees lessened the mischief, but it could never be wholly stopt so long as the dangerous white phosphorus was used in what are known as 'parlor' matches. Hence most of the European countries have barred it within the past quarter of a century. In this country the trust controlled the sesquisulfid process, the most feasible substitute for white phosphorus, but began months ago negotiating with the independents to permit them to use the process without payment.

"Questions of trade policy prevented universal agreement, tho most of the independents assented, but the trust had already assigned its patent to Professor Seligman, of Columbia, Jackson H. Ralston, of the American Federation of Labor, and Charles P. Neill, United States Commissioner of Labor, as trustees for the common good, when President Taft last Thursday asked the trustees to make the patent free to all without conditions. After conferring with the Diamond Company this has been done."



THE PRESIDENT OF THE DIAMOND MATCH COMPANY.

Edward Stettinius, whose company has just earned the gratitude of humanity by giving up its patent on sesquisulfid and allowing its competitors to use a harmless substance in place of a poisonous one in manufacturing matches.

The Esch Bill, imposing a prohibitive tax on the manufacture of white phosphorus, was indorsed in a recent Presidential message. It was, however, being held up in Congress on the ground that it would be a bad precedent to compel the use of any privately owned patent in any industry. The President's letter, which, according to the New York *Tribune's* Washington correspondence, was suggested by the Match Company's trustees as a possible solution of the problem, reads as follows:

"My great anxiety to see American labor protected from the ravages of a wholly unnecessary and loathsome disease to the same extent that foreign countries, including Great Britain, have protected their working people in match factories prompts me to believe that everybody would of course be glad to see the owner of the patent and its licensees take the public-spirited action of canceling the patent for the use of sesquisulfid in order that this harmless substitute may be gratuitously used by all other American match manufacturers; for it ought to have the effect of dispelling any fear that the enactment of this legislation would result in a monopoly in the match industry."

In the opinion of most of the editors, there is now no objection to the passage of the Esch Bill, and, adds one, "not many days should elapse before the United States follows European nations in making this most terrible of 'occupational diseases' a thing of the past." "Without in any wise minimizing the trust's generosity in doing what has been done here," the New York *Times* can not help thinking that the Government should long ago have prohibited the use of white phosphorus, and, if necessary, should have bought up the patent, instead of inducing the owner to give it up without any compensation. The New York *Evening Post*, however, thinks manufacturers should be as public-spirited as doctors, who give their discoveries freely to the public and refuse to patent any improved surgical instrument or health-aiding device.

While the Match Trust's renunciation "flies in the face of all our accepted capitalistic notions of what is right and proper," the New York *Call* (Soc.) is quite sure that it does not prove "that capital is unselfish and altruistic, and that the Socialist analysis of capitalism is all wrong"—

"But it does show that even capitalism has not yet succeeded in poisoning—even with white phosphorus—all the milk of human kindness. It shows that the fundamental social instincts are ineradicable, even at the behest of profit. It shows that the social conscience may, on very rare occasions, triumph over capitalistic greed. It also shows what this social conscience will be capable of achieving in a society from which the greed for profit and the ability to exploit one's fellows will have been banished."

TOPICS IN BRIEF

THE Washington dispatches say that "the new Canadian reciprocity agreement will be treated by Congress like an ordinary tariff bill." Help!—*Cleveland Leader.*

THE Match Trust in surrendering its patent on sesquisulfid matches points a lesson to other monopolies which is more luminous than its product.—*New York World.*

ONLY one-tenth of the population of this country is of unmixt descent. The other nine-tenths are regular Americans.—*Cleveland Plain-Dealer.*

THE discovery of 60,000 new worlds makes us all the sadder that the ship subsidy crowd, the Sugar Trust and Senator Lorimer happened to light on this one.—*Ohio State Journal.*

A CHICAGO college professor has won an automobile in a guessing contest. We believe this is the first time a Chicago college professor has ever admitted that he was guessing.—*Chicago Record-Herald.*

EXPRESS companies lowering rates at every little progressive movement has a meaning of its own.—*Omaha News.*

WE note that Senator Clark is thinking of selling his $7,000,000 house in New York, and we also note that he is thinking of making the race for senator in Montana.—*Southern Lumberman.*

DISCOVERY that some of the corrupt voters have been selling out to both sides should convince "practical politicians" of the necessity of reforming the law of contracts, at least.—*New Orleans Times-Democrat.*

AFTER the November election, President Taft made a pilgrimage to the Gatun dam. Now that Mr. Barnes has been named chairman of the New York Republican committee, Colonel Roosevelt is going out to dedicate the Arizona dam. It appears that these huge dams have excellent uses which were never contemplated by the engineers who designed them.—*New Orleans Times-Democrat.*

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FOREIGN COMMENT

SIR WILFRID'S GREAT QUICK CHANGE ACT, OR ALL THINGS TO ALL MEN.

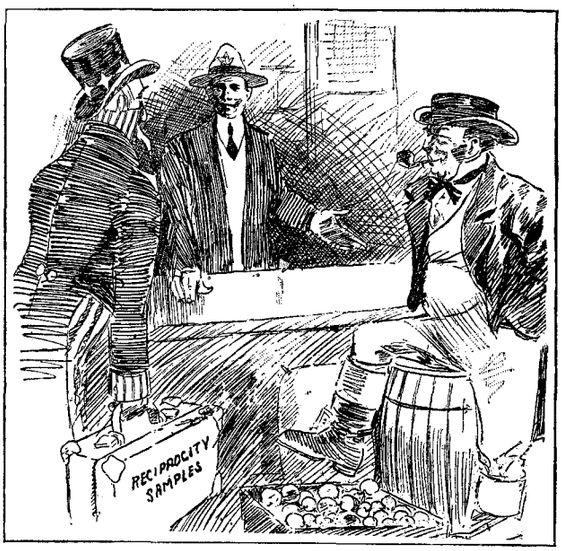
—The Winnipeg *Tribune*.

CANADIAN VIEWS OF RECIPROCITY

A NOTE of pleasure and surprize seems to run through the Canadian comment on the reciprocity agreement, and the distrust noted in these pages last week gives way to a better feeling at the prospect of our great market being thrown wide open to Canadian foodstuffs. The Canadian people appear to be struck by the liberality of their Southern neighbor. The free admission of their grain into the United States and a diminution of the Canadian duty laid on United States manufactures astonish them and remind them of the tariff views of President Cleveland. Some of their papers, however, take exception to the provisions which, as they think, will open the forests of Canada to the devastation of American axes. Of course the West is delighted, and we read in the Manitoba *Free Press*:

"The results of the prolonged negotiations between the Canadian and American Governments are now before the people. The scope of the changes which have been agreed to is undoubtedly wider than had been anticipated. While in a matter of so much moment hurried judgments may call for revision, it may be said, we think, that the people of Canada as a whole will be well satisfied with the conclusions which have been reached.

"The outstanding feature of the tariff is the complete reciprocity in farm products. This will undoubtedly be popular with the farmers both of the East and of the West. The good times in the Eastern Provinces during the life of the Elgin Treaty are a matter of tradition, and there is no doubt that the opening of the markets of the great American cities to the products of the Eastern farms will be acceptable and profitable to the Eastern farmer. In the West, free wheat and free access to the Chicago market for his cattle will undoubtedly appeal very strongly to the cultivator of the soil."



MR. J. CANUCK—"Glad to do some business with you, Sam. Your samples look good. But, you know, I always give my old man here the preference."

—The Montreal *Herald*.

After assuring its readers that Ottawa will certainly accept the terms offered, *The Free Press* concludes that "the responsibility for the failure to bring about better trade relations between Canada and the United States will rest solely upon the American people."

"Whether or not the agreement is ratified by Congress, it will stand as a most convincing proof of the desire of the Governments of the two countries to bring to end the days of tariff wars and bring in an era of neighborly consideration," remarks the London (Ont.) *Advertiser*, "for this trade agreement is a complete reversal of the normal attitude of the United States for nearly half a century." The editor proceeds:

"Except during the brief periods of Cleveland's ascendency, the policy of the country since the Civil War has been one of stiff-necked protectionism, with a particularly forbidding front toward Canada. Probably no persons have been more surprized at the change than the Canadian negotiators. They could scarcely have expected such liberality when they set out for Washington."

Yet "good relations with the United States," declares the Toronto *Globe*, are seen to be "consistent with unswerving loyalty to the British preferential tariff," "the keynote" of Sir Wilfrid Laurier's "fiscal policy." "The continent is taken by surprize" by the disclosure at Ottawa and at Washington of what will prove "an improvement in the trade relations between the two countries," observes the Montreal *Herald*, and it thus eulogizes President Taft:

"The man who is responsible to his people for these measures designed with the common purpose of removing occasions of friction between kindred and neighboring peoples, must be given high rank among the statesmen of his time."

On the other hand, the Toronto *News* utters a warning. We should fear the Greeks even when they bring gifts. American deforestation is to be repaired by the gaining on the part of the United States of "access to Canadian timber, pulp wood, and raw materials." Of the President we read in this loyal organ:

"He is striving to lay a controlling hand upon our great unused heritage before we develop our own manufactures to a higher state, or bind ourselves in closer trade bonds to Great Britain and other parts of the Empire."

But a much direr bugbear presents itself—

"The whole tendency of the agreement will be more than ever to subject the people of Canada to American influences. The ultimate political results may be disintegrating to a serious degree. Confederation has progressed and developed so much national spirit under the national policy that it must be regarded as a dangerous expedient to abandon that instrument of nationhood."

The "disintegrating" effect of the measure is further outlined by the Toronto *Tribune*. As the policy of protection is that of the Conservatives under Borden and the Liberals under

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Laurier, why not form a third or "Western party"? this paper asks, and continues:

"Regarding the question from the present outlook, there seems no other avenue of relief in sight. It is high time that organization was being perfected looking to this end, so that the West may be ready to send such a delegation to Ottawa next general election as will secure the much-needed and earnestly longed-for relief. So long as the political leaders rely upon Quebec for their majority, just so long will it be impossible to adopt a policy which will result in the real development of the Western country."

Speaking of the peril to Canada's independence from freer trade, the Toronto *Globe*, quoted above, remarks:

"We do not say that Canada can not survive under the advent of freer trade with the United States; but we do say that for some years now Canada has a better chance of realizing her right to be a great, free, and independent English-speaking community on this North American continent, if she thought less of tariff and more of nationhood. In time we will get all these things and they may be to the advantage of the country, but the first thing to do is to lay good and deep and solid the foundations of our claim to half of the North American continent, and of our right to be British and to maintain British institutions and to look forward to some kind of an even closer bond between the various members of the British Empire.

"No matter what happens, in any case Canada will go ahead and assert her autonomy and realize her aspirations. And one way to our mind is to make a tariff that suits ourselves absolutely and not be a party to one which may happen to suit the desire of American statesmen and their aspiration of 'unifying this continent.'"

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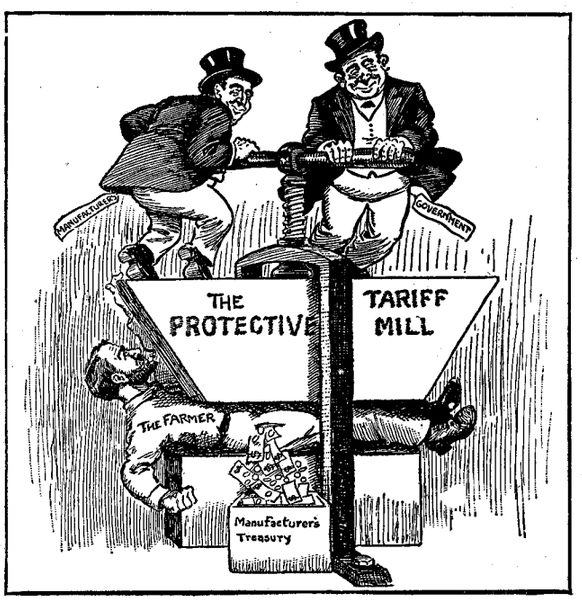
THE DUKE OF CONNAUGHT.
Brother of Edward VII., Canada's new Governor-General.

The London (Ont.) *Advertiser* exults over the provisional agreement as "the Canadian Farmers' Triumph," but the Toronto *World* philosophically remarks that there is no use at present in wasting words of either praise or blame on it, for

"There is not only the possibility of the measure being obstructed at Ottawa, but there is every prospect of its being successfully obstructed at Washington."



HOW THE FARMER BENEFITS FROM THE PROTECTIVE TARIFF.
—*Grain Growers' Guide* (Winnipeg).

CANADA'S ROYAL GOVERNOR-GENERAL

FOR THE first time in the history of England a prince of royal blood has been appointed as ruler of a British dependency. It is true that in 1799 the Duke of Kent, father of Queen Victoria, took command of the troops in Canada, and the site of his country house is still pointed out on the shores of Bedford Basin, near Halifax. But Prince Arthur, Duke of Connaught, the last surviving son of Queen Victoria, is the first royal personage who has held the reins of the civil government in England's foreign possessions. The appointment is made for two years, instead of the usual five, and is thus considered by the press to be merely experimental. It is, however, looked upon as in some way almost revolutionary and suggests changes in the equilibration of British power which are almost startling. Thus the London *Morning Post*, which is the organ of the English aristocracy, launches into the following daring speculation:

"It will doubtless be argued that there is now no reason in theory, excluding tradition and convenience, why the King should not reside in Canada and delegate his duties in the United Kingdom to a distinguished member of his house. Some such development might, if the Empire holds together, occur fifty years hence, when the Dominion will probably outclass Great Britain in population and power, without any constitutional innovation on the principle established by the Duke of Connaught's appointment."

The London *Daily Mail*, however, regards the innovation as ominous. America and Canada will be drawn closer by a tariff agreement, which may result in the eventual absorption of the Dominion by the United States. Before the Prince has reached his transatlantic throne he may find that its authority is going and the Stars and Stripes are encroaching upon the place and power of the Union Jack. As this paper puts it:

"Does he succeed to an empty throne? Has Canada, in drawing nearer to the United States, set her foot on the road to separation from Great Britain? There are people who will see in the agreement the end of imperial federation. Imperial preference, of which Canada was the cornerstone, is dead.

"It was on this that many people in Great Britain built the stately fabric of a federated empire. We must not misjudge the Canadians because they have rejected the cornerstone, but herein lies the root of the danger which imperial federation has to face. Without Canada there can be no imperial preference, but the breach of the Federal fabric is not past mending."

But blood is thicker than water, and Canadian loyalty and desire for confederation in the Empire is desired by Canadians from other than fiscal considerations, and we are further told by *The Daily Mail*:

"Federation is not dependent upon preference or any fiscal form. It still lives in Canada. The Duke of Connaught, tho he can not exert political influence, will do much to strengthen the sentiment of Canadians toward the Empire."

The fact that Canada and the United States are gradually drawing so close together has been one reason why the British Government has sent a son of Queen Victoria to rouse the love and loyalty of the colonists by his presence. This is the opinion of the London *Standard*, which declares:

"It is possible to detect in the appointment of the Duke of Connaught a stroke of royal statecraft designed to counteract the possibly injurious effects of the commercial approximation of the Dominion and the United States and to remedy some of the mischief wrought by fiscal perversity."

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A GREAT CANAL TO CROSS RUSSIA

WHILE FRANCE is dreaming of a canal to bisect the Republic and bring the Mediterranean shipping to Cherbourg without having to pass the guns of Gibraltar and the storms of the Bay of Biscay, Russia is making a similar plan to connect the Black Sea with the Baltic and save the expense of keeping two fleets that can never be joined in one. No Russian war-ships can pass the Dardanelles, but the canal would allow their easy transfer from one sea to the other by a short cut, and the merchant-ships which now have to circumnavigate half Europe would have a safe and unromantic cross-country trip, or be replaced by barges. The *Tour du Monde* (Paris) explains the details of the scheme as follows:

"The project to create between the Baltic and Black Seas a navigable waterway is now being undertaken. It will start from Riga on the Baltic and follow the course of the Duna for about 300 miles until it reaches Vitebsk. A canal of about 60 miles in length will continue it to Kopys on the Dnieper. The altitude of this place is some 400 feet above the sea, and there will necessarily be a number of locks in this climb. Higher up the acclivity will be a reservoir for feeding the waters of the canal. On leaving Kopys the course of the waterway will be in the bed of the Dnieper until it debouches at Kherson on the Black Sea. The total length of this watercourse is to be 1,800 miles. The canal will be 145 feet wide at the bottom. Its surface width will be over 300 feet. Its depth throughout will not be less than 30 feet. It can therefore be used by ships of large burden."

The cost of the "Czar Nicholas II. Canal" is then thus detailed:

"The cost of constructing the navigable way to be known as the 'Czar Nicholas Canal' is estimated at $275,000,000, or $92,000 per kilometer. It is, however, probable that these figures will be found inadequate as the work advances."

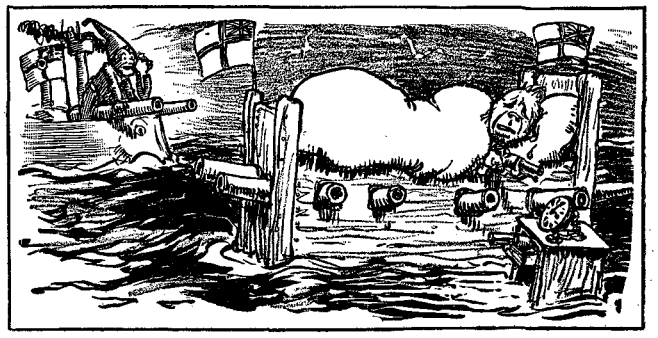
The writer discounts the actual saving of time attained by employing such a canal in navigation and predicts that most of

THE SHORT CUT TO CONNECT THE BLACK SEA AND THE BALTIC.

the time supposed to be saved will be lost in getting through the many locks. But strategic reasons are declared likely to outweigh all else and will induce the Government to build the waterway.—*Translation made for* THE LITERARY DIGEST.

GERMANY'S ADVANCE ON INDIA

A SINISTER threat to Britain's rule in India is seen by some observers to be hidden in the recent *entente* between Germany and Russia and the projection of the Bagdad railway with its extension to the "gates of India." Two noted French writers, Vicomte de Guichen and the more illustrious historian Auguste Hanotaux, ex-Minister of Foreign Affairs of the French Republic and member of the French Academy, treat it with grave concern. Both these gentlemen



A SAD CASE.

JOHN BULL—"I thought this dreadnought bed would cure those German nightmares, but they are worse than ever!"
—*Jugend* (Munich).

think that Germany, while by no means abandoning her powerful naval base in the North Sea, intends simultaneously to confront the Powers of Asia as a land Power. Vicomte de Guichen, writing in the *Soleil* (Paris), observes:

"Is it not plain to every one that Germany is making energetic efforts to induce Russia to assume in Asia Minor and in Persia a more clear and positive attitude, by allying herself with the execution of a project recently suggested at Berlin? This is to end in an agreement with Germany for the construction of a line of railways with a terminus on the open sea, to paralyze the century-long influence of England on the Persian Gulf. It is a masterly plan which would insure in these regions the frustration of any other combination England might form; at the same time dealing a deadly blow at Britain's colonial power in India."

Mr. Hanotaux writes to the same effect in the *Revue Hebdomadaire* (Paris). He gives apparently sound reasons for his conviction that British interests are gravely menaced by German intrigues south of the Caspian. William II. has found a "line of least resistance," we are told, "for the promotion of a world policy and for a mortal attack upon the British Empire."

Mr. Hanotaux points to the retirement of Mr. Isvolsky, an anti-Germanist, from Russia's Ministry of Foreign Affairs and the recent meeting of the German and Russian Emperors at Potsdam, as darkly significant:

"We see now, with conclusive evidence, the meaning of the fall of Mr. Isvolsky and of the imperial interviews. Germany has taken shrewd advantage of her opportunity. She has directed all her action to one point, namely, the East. In the East the Triple Alliance between Germany, Austria, and Italy feels itself strong. There is no ditch, no obstacle, between the vast military power which it has and the field open before it. From Austria-Hungary to Rumania, to Turkey, even to Asia Minor, the valley of the Danube extends a direct road. The march to the East lies along the new road which Germany has discovered, and is resolutely entering upon. Yet Greater Germany, while turning to the land, does not abandon the sea. On the land as on the sea, Germany is on the war-path after England—England farthest from its base of operations, England at the most exposed, the most critical, point of the whole Empire, at the gates of Egypt and India."

He sums up his thesis as follows:

"The Russian and German railway systems will unite into one iron road like the blending of two affluents into a single stream. Both will arrive at Bagdad, will sweep along the

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right bank of the Euphrates, and unchecked stretch out to the Persian Gulf—thence to Koweit and the route to India."

Mr. Hanotaux declares sarcastically that England is asleep and "prefers destroying her Constitution to guarding her Empire." Of his remarks the London *Outlook* says:

"Here is the most tremendous prophecy of doom which has ever rung the knell of a State abandoned to somnolent or criminal guardians. All that Clive and Chatham founded, all that Wellesley and Nelson won, all that Crimean wars and Indian mutinies could not even loosen from the grasp of the ruling race, all that is flung to-day before the foreign eagles of carnage and rapine; and in an epoch when hours have the importance of weeks, and when weeks can count as years for preparation and victory, we have Mr. Lloyd-George on the distribution of private property and Mr. Keir Hardie on the Socialist millennium! In the designs of Germany a naval menace in the North Sea, capable of chaining the defense of England to the English shore, can, *without risking a ship or a midshipman*, effectually cooperate in schemes of universal empire beyond the valley of the Nile and the passes of Baluchistan."

DENJIRO KOTOKU,

Leader of the Japanese anarchists, executed with his wife and ten companions on January 24.

The London *Nation*, however, thinks there is no reason for British and French excitement over the fact that Germany "has induced Russia to take a friendly interest in the Bagdad railway by consenting to its eventual linking up with the Russo-Persian system," and adds:

"There is nothing in this simple business transaction which would seem to warrant the excited questionings of the French press, or the triumphant self-congratulations of the German papers."—*Translations made for* THE LITERARY DIGEST.

JAPAN'S SOCIALIST SCARE

ACCORDING to the Tokyo correspondent of the Socialist organ *Vorwaerts* (Berlin), the Government of the Mikado has been "stung wide awake" to the fact that Socialism is rampant in Japan, and severe measures are being taken against those who express their opinions freely about the execution of Kotoku and his companions. In Yokohama a man who publicly in a restaurant criticized the secret trial of the conspirators was denounced by a spy, arrested, and finally condemned to seven years' imprisonment. A country editor who criticized the proceedings in the trial of the would-be assassins was clapped into prison and his journal suspended. In the new budget an appropriation of $63,000 has been made, nominally for the purpose of providing more head officials of the political police. In reality this sum is to be applied for purposes of espionage. A hundred special police inspectors have been appointed for 1911, "when they are to be let loose like bloodhounds to track the Socialists." "In all the bureaus of police reigns a feverish activity; and secret orders are daily given out. The condition of things is such that one might think it was war time."

So far this German correspondent. But he is confirmed by Japanese testimony. In the *Mainidi* (Osaka) we read that Socialism is rapidly spreading. Osaka has been called the "Venice of Japan." It is a city of 1,226,590 inhabitants, being second in size to Tokyo. Theaters, factories, colleges, and places of gaiety abound there. We are told by the Osaka paper that students and educated people, women as well as men, espouse the movement toward a Utopian social condition. Even the rich people of this flourishing city are in many cases Socialists. To quote the words of the *Mainidi*:

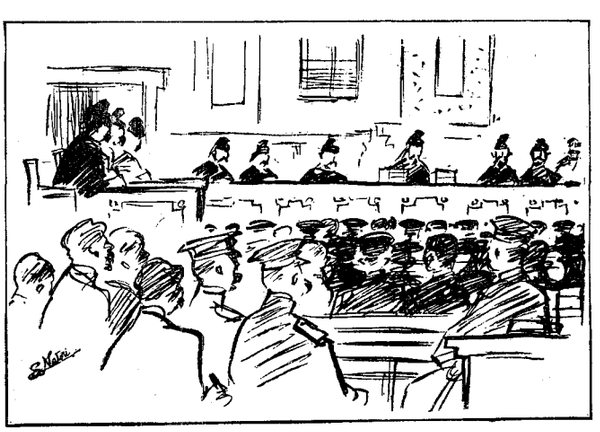
"Socialistic books and newspapers from abroad are eagerly read by these enthusiasts. We see women joining the crusade with passionate self-abandonment. Their object is to overturn the present order of things and institutions, to create a new society, in which family relations, as they prevail in Japan, will be entirely remodeled. Of course the authorities use their efforts, as far as they can, against the introduction and diffusion of such ideas, but it is hard to stop private conversation, and to destroy all writings on Socialistic subjects, all the more so because the essays and other publications are written in a foreign language, unknown to the police. As a matter of fact Socialism is striking deeper and deeper roots in the Empire of the Mikado."

Dr. Kuwada, writing in the *Shin Koran* (Tokyo), gives many reasons why the placid and submissive Jap flies for refuge to Socialism. It is because of the hardships endured by the laboring classes, especially the women, and the weight of excessive taxation which overburdens the people in general. Of the lot of Japanese laboring women he says:

"There is no more melancholy lot than that of the Japanese working women. There are at present about 800,000 engaged in the various factories and these all lead a life of suffering of which there is no mitigation. They work all day long without even stopping to eat. The head of the establishment frequently has an understanding with the foremen so that the wretches have to pass their lunch hour at the factory, and to keep on working until the time agreed upon as the end of the day's labor. In some of the cotton-mills they are obliged to perform the most exhausting work and are exposed to a thousand dangers from mingling with the workmen. Those who make mistakes in their work are subjected to punishments of extreme severity, being either flogged or imprisoned. There is no moral protection afforded these women, and out of the 800,000, there are 700,000 below fourteen years of age and 100,000 below ten years, and yet no law protects these children or safeguards their moral life."

Even in Europe Japan's treatment of Kotoku is not wholly approved. The London *Daily News* expresses a wide-spread feeling in the following words:

"The trial has been conducted in complete secrecy. The public has not been allowed to learn what the evidence against the prisoners was, nor even, except in vague terms, what the indictment against them was. That has created a very bad impression in the western world, which has been deepened by persistent attempts, obviously semi-official in inspiration, to circulate in this country demonstrably false accounts of the case."



TRIAL OF THE ANARCHISTS AT TOKYO.

Scene in the court-room sketched by a Japanese artist.

The *Humanité* (Paris) condemns the "savage verdict," stigmatizes its "monstrous irregularities" and says that "the judges should have recoiled from the atrocious barbarity of such a sentence."—*Translations made for* THE LITERARY DIGEST.

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SCIENCE AND INVENTION

WHY OUR GLASSES DO NOT FIT

"AT LEAST half the people in America need glasses; at present it is utterly impossible for any but a small fraction of that number to get right and accurate ones." So wrote Dr. George M. Gould some time ago; that what he said is accurately true would appear from statistics collected personally by Algernon Tassin and published in *Good Housekeeping* (Springfield, Mass., February). Mr. Tassin blames both the prescribing oculist and the optician who attempts to make glasses to fit his prescriptions. For instance, Mr. Tassin finds that 40 to 75 per cent. of the oculist's trial glasses are marked 2 to 5 degrees wrong. The optician has done faulty work and the oculist has accepted it with childlike simplicity. "This explains some, at least, of my failures," wrote one, when the bad news was broken to him by Mr. Tassin, a layman. We quote the following paragraphs:

"The matter of relieving eye-strain depends upon three things: Finding the right lens, getting the right lens, and wearing it properly. These severally depend upon the oculist, the optician, and the oculist and the wearer.

"Prescribing glasses is, naturally, work of the most delicate and painstaking description; it can not be done rapidly, and it can not be done once for all. . . . . .

"'The office charge for each visit,' says the American oculist who has the greatest European reputation, 'is a fraud, and should be estimated as such. The single charge for the case (whether little or much), which includes the necessary number of visits for a month or two, is the sole way to insure skilled work and treat the patient honorably.' . . . Any man who attempts a refraction without first paralyzing the muscle of accommodation by the use of a mydriatic fails to ascertain the exact vision of the patient, and gets only the vision he is able to secure by straining this muscle to focus the eye. Yet so much has been the incompetence of the ordinary oculist that now a whole class of refractionists has arisen and gained legal recognition which may prescribe glasses without first paralyzing this muscle—altho they resort to a crudely physical and ineffective means to do so.

"The vicious error of allowing men to treat the eye who have no knowledge of the rest of the human system will be apparent to any one who admits that both oculists and doctors are right in saying that eye-strain has close connection and interaction with other functional disorders of the body. . . . . .

"The second step in curing eye-strain is, after finding the right lens, to get it. . . . . .

"Prior to fifteen years ago it would have been impossible to tell whether a lens was absolutely correct or not. It was simply neutralized or tested by a lens measure or card; and this method could not reveal small errors which, like low degrees of astigmatism, caused the greatest functional disorder of the eyes or of some other part of the system. Then a machine was invented which showed whether the mechanically correct lens was optically correct also, but in case of incorrectness the machine was unable to show how this could be remedied. Thus—as a new lens was necessary if the old one was wrong—the optician almost invariably retained the old lens unless the error was glaring. If the lens was not five degrees wrong, he refused to throw it away—altho one degree is enough to give symptoms.

"In 1905 a new machine allowed the lens to be marked rigidly and securely by apparatus, instead of unsafely and unsteadily by hand, as had been the case before. Of these machines only 450 were sold to the entire optical trade. Of the first machines, so few had been sold that the holders of the patent didn't think it would pay to prosecute the inventor of the second machine, which they claimed was an infringement. A year ago this second machine was so improved that it not only detected the error in the lens, but showed how it was made and how it could be corrected. Yet this machine—absolutely the only means of accuracy—is possest by not over 50 opticians and oculists out of 28,000 in the country! The machine costs $60; yet even the conscientious opticians prefer to throw away 10 per cent. of their lenses, and oculists to do unsatisfactory work because of unverified results, rather than make this small outlay. . . . . .

"At present, probably 27,000 opticians and oculists in the United States are still holding up the lens before a cross marked on a piece of cardboard and unsteadily placing on the lens with the other hand ink dots to ascertain its accuracy. The slightest tremble of either hand vitiates entirely the whole result. The most skilful and painstaking optician in the world could not, by this primitive method, obtain accuracy even with the largest-sized cylinder. What, then, of the ordinary optician with the weaker astigmatic lenses, where an error is even more disastrous in its consequences?

"The third step in curing eye-strain is to see that the right lens, once found and made, is properly adjusted and worn properly afterward. No honest or self-respecting oculist will allow a patient to wear a pair of glasses before they have been adjusted by himself, yet most oculists do not even test the lenses after they have been 'fitted' by the optician, to say nothing of looking to their centering or adjustment. A lens wrongly centered is as bad as a lens wrongly made. For correct centering the frame is as important as the lenses, yet only the best oculists pay any attention to it. The amount of askewness which a pair of glasses may assume undetected by any but practised eyes simply evades description."

But once safely out of the office, we may say, the fight is over. By no means! says Mr. Tassin. The attachments to the lens work loose, and the lens falls at an angle, which is the same as if it were incorrect in the beginning. Besides this, we often see, not only children, but grown-ups, looking through a glass which would cause them to blush if it were a window-pane in their own house. What Mr. Tassin calls the "silly prejudice" against spectacles is, also, he says, in the case of heavy lenses, a cause of failure to cure eye-strain. Finally, no one may safely wear the same glasses for over two years. Mr. Tassin admonishes us in conclusion:

"You can make your oculist a better one by asking him some questions which will worry him: 'Have you yourself tested your trial lenses?' 'Have you a modern axis finder to enable you to test them? And to test also the centering on these lenses I have brought from the optician? Are you sure the man you are sending me to has a machine? If he hasn't, why don't you make him get one?' A patient can refuse to take a pair of glasses until the oculist has personally tested and adjusted them afterward. Rest assured that when he finds you are demanding all these things, he will begin post-haste to supply the answers for them.

"If we admit, as we must, that eye-strain may cause innumerable physical disorders, we must see then what moral as well as physical good we can accomplish by forcing oculists and opticians to become better workmen. Put the thumbscrews on your oculist, and in helping yourself, help to bring about more quickly a better world."

POCKET WIRELESS—An Italian inventor, Cerebotani, who has recently held in Paris an exhibition of his various ingenious electrical devices, has reduced the apparatus necessary to receive wireless messages to a size so small that he calls it a "pocket wireless telegraph." Cerebotani, who is described in *Cosmos* (Paris) as an "Italian prelate," has held for some years a professor's chair in Munich, Bavaria. His inventions include a printing telegraph, said to be easily and rapidly usable by any one who knows how to read; a wireless printing telegraph, which, it is predicted, will revolutionize wireless methods; a selector, for use either with or without wires, which may solve the problem of wireless secrecy; and a new form of telautograph. The pocket wireless, says *Cosmos*, may be carried easily, perhaps not in an ordinary pocket, but at least in a small case, like an opera-glass.

"It is a receiving instrument only. An officer, a soldier, any person whatever, when sent with a detachment or on a mission, will continue to receive, as he goes, instructions sent out by means of a wireless transmitter. For short distances, a wire thrown over a branch or a roof and connected to the apparatus

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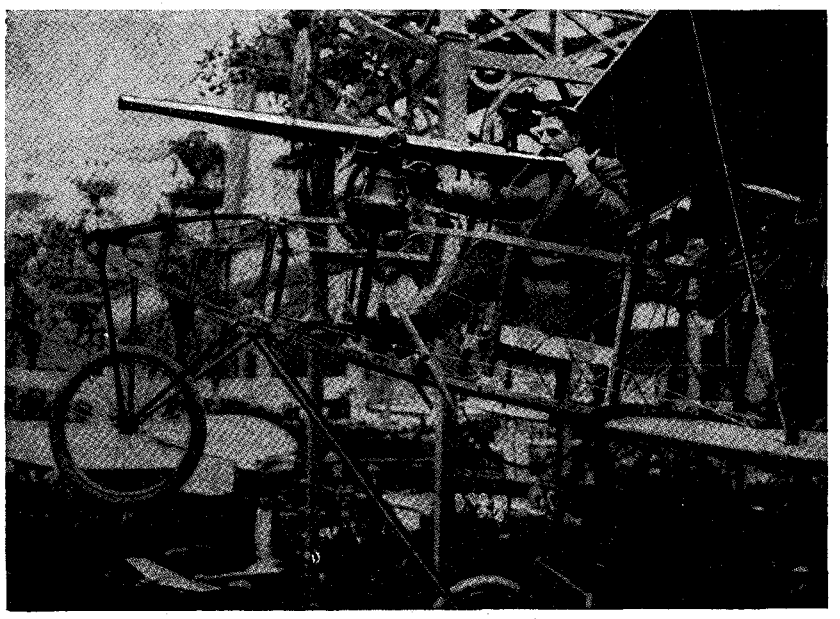
will serve as antenna. . . . The signals are alphabetic, but they are not printed on a tape; in the place of a type-wheel there is a simple needle which moves over a dial, as in the Breguet telegraph, and stops at the letter desired. The pointer is then returned to zero by pressing a button and then moves forward again, spelling the dispatch out letter by letter before the eyes of the receiving operator."—*Translation made for* THE LITERARY DIGEST.

TO DIRECT THE WIRELESS

HAVE WE at last a method of defeating the wireless "butters-in," chiefly amateurs, against whose activities Congress has vainly been trying to legislate without discouraging wireless activities altogether? The present methods of wireless telegraphy remind one of a boy who communicates with his fellows by standing on the village green and yelling. He reaches the person for whom his remarks are intended, but he also annoys countless others, and malicious playmates may confuse the recipient by adding their own yells to the din. The ethereal disturbance in the neighborhood of a place where wireless apparatus abounds is strictly analogous to this. What we want is the analogue of a speaking-tube, so that the wireless message may go in one direction only, without spreading. Various devices have been tried with this in view, but the first promising commercial success is that of Bellini and Tosi, Italian electricians, which is to be installed on the steamers of the French transatlantic line. A writer in the *Revue Scientifique* (Paris, December 24) recalls that several years ago Professor Blondel, the eminent French scientist, found that a row of vertical antennæ, regularly spaced at double the distance of the wave-lengths they emitted, sent out waves that were strongest when perpendicular to the plane of the antennæ and zero in the plane itself. This arrangement in its simplest form—consisting of two antennæ side by side—has been used practically. We read of its workings:



VOISIN BIPLANE WITH MACHINE GUN.

Practical tests with such air-going artillery may hasten the realization of the vision of "the nations' airy navies grappling in the central blue."

"As the system operated as a transmitter or as a receiver, it enabled the sending of concentrated waves in a given direction or their reception with greater facility in one direction than in others. Thus fixt posts could be established especially for communication with other fixt posts, interfering with others or being interfered with by them in the least possible degree. If the system can be moved about a vertical axis, the direction of emission and reception may be varied and communication is made possible, under the same condition, with posts situated in various directions. The installation of such movable systems on land is extremely awkward, since the antennæ must generally be 120 to 180 feet long and the wave-lengths in use vary from 1,000 to 5,000 feet, offering great practical difficulties. But it may be realized on board ship, when there are at least two high masts, serving as natural supports for antennæ. . . . Except in case of extreme danger, however, one could scarcely imagine an Atlantic liner stopping to turn around and find out the best position for receiving a message."

Bellini and Tosi have improved on this plan by devising what they call a "dirigible field," being the result of the superposition of two Blondel rows of antennæ in planes at right angles to each other. As the two are excited in different proportions, the resultant field may be made to occupy a position at any desired angle. The result is the same as if the wires and their mountings were caused to rotate physically. It is also possible, by their system, to detect at once the proper position for receiving a given message, and to place the field at the proper angle for doing so. To quote further:

"We can see at once all the applications of such a system. One station can talk to another without bothering any third station or being troubled by it. . . . In the second place, a coast station may, by signaling to a boat supplied with ordinary wireless telegraphic apparatus, determine its direction and inform the boat of it. Two coast stations would give the boat's position as exactly as two lighthouses would. . . . Thus the Boulogne station was able to follow exactly the progress of a warship emitting periodically a wireless signal, and the route indicated on a chart coincided exactly with that recorded on the vessel itself. This is most interesting from a military point of view, since we may thus discover the situation of an enemy's vessel or fleet as soon as it begins to operate its wireless apparatus, even hundreds of miles away.

"Again, if the ships themselves are provided with Bellini-Tosi apparatus they can find their positions relatively to coast stations of the ordinary type, and so proceed in a fog as easily as in clear weather by the aid of lighthouses. Further, as they can keep tab on each other's positions they can avoid collisions. . . . . .

"Experiments made on the boats of the Compagnie Transatlantique have been unprecedentedly successful. . . . These vessels have been able to make land at New York with the same facility as by using the coast lighthouses. So the company has decided to develop the use of these devices and to install them on all its boats. These discoveries constitute doubtless the most remarkable recent development of wireless telegraphy."

Some writers in American technical papers, however, criticize this system because the range is limited and the use of short waves is necessary, objections which may yield to future improvement.—*Translation made for* THE LITERARY DIGEST.

A CANNON ON AN AEROPLANE—The brothers Voisin showed at the recent Paris aviation exhibition one of their new biplanes on which they had mounted a small machine gun. The gun, as is shown in the accompanying picture taken from *Cosmos* (Paris, December 31), stands on the forward part of the frame where it can be worked by a gunner seated at the pilot's side. *Cosmos* remarks that this application will have greater interest when some serious tests have been made with it, but the fact that it has even been proposed is suggestive. The type of aeroplane used is thus described:

"It includes certain modifications, such as the suppression of the vertical surfaces. The tail now consists of a single plane at whose extremity is the up-and-down rudder and below it the right-and-left rudder. The frame is of elliptical steel tubes. The forward balance is done away with. These biplanes are made to carry either one or two persons."—*Translation made for* THE LITERARY DIGEST.

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WHERE DOES THE IRON GO?

THE OLD QUERY about where all the pins go is now succeeded by a more practical question, but one almost as mysterious. "Where Does the Iron Go?" is the title of an article in *The American Machinist* (New York, January 26). Iron and steel are not indestructible, except as chemical elements. They rust and pass away so far as their commercial usefulness goes. An enormous quantity of new iron is continually being mined and manufactured and apparently added to the world's stock of material, and yet the available pile of usable metal does not rapidly increase. The fact is that only a small portion becomes permanently available stock. Not more than a quarter of the world's iron is used a second time, and not more than a quarter of this goes through a second scrapping. Where does it all go? We read:

"We get many suggestions as to where and how the iron is dissipated, or, as we say, consumed; this consumption being as complete and final for the portions considered as the consumption of coal or wheat. In the processes of manufacture, in the melting and forging, there is burning of metal, and in all the cutting operations of the shops there is waste, only the larger chips representing recoverable material. The dissipation by wear is more rapid than one would think. Dr. Soper, in a recent valuable paper before the Boston Society of Civil Engineers, says that he found that, by actual record of material replaced, there was produced in the New York subway, from the brake shoes alone, one ton of iron-dust per month per mile. The waste of wheels and rails was not so easily ascertainable, but is to be added to this. The same rate of iron-dust production was estimated for the elevated railroads, while the same process was also in operation on the surface roads and, more slowly, of course, with all running vehicles.

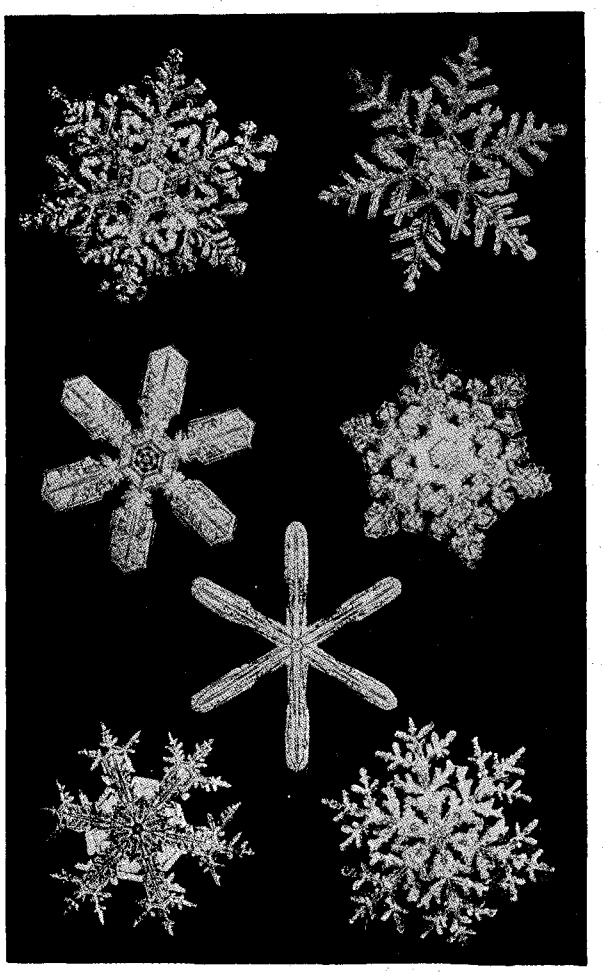
"On the big railroads account is kept of the weight of the cars in use. A large number of steel hopper cars showed an average loss of weight of 702 pounds the first year, with continuous losses, not always at the same rate, for subsequent years. Some of this loss, of course, was due to wear and some to rust. The rusting of iron goes on always, and in some extensive lines of manufacture, as for instance wire fences, and the various iron articles in domestic service, the entire output ultimately goes to rust. Old iron lies around everywhere, some of it too small and much of it too insignificant to be individually noticed, slowly disintegrating, some of it going into the air, some into water, and some into the soil, and through these media into untraceable combinations and activities.

"Dr. Soper, in the paper referred to above, says that he has never found any dust anywhere in New York which had not iron in it. He was consulted as to the discoloration by iron rust of the new white marble Metropolitan Life Building. It was suggested that there was iron in the marble, but he went to the quarries at Tuckahoe, where the marble came from, and found houses in the neighborhood, built years before of the same material, which are still white and without this characteristic stain. Then he collected dust on the different stories of the building and always found iron enough to account for the discoloration. 'It would be an interesting thing,' he says, 'for any one who is at all concerned about dust, and curious to know how much iron there is floating around in the atmosphere he breathes, to scrape up a little dust—perhaps from his bookcase, or somewhere else in his home or office—take a common ten- or fifteen-cent horseshoe magnet and pass it over the dust. Or, preferably, if the dust is scattered on a piece of paper, take the magnet and pass it back and forth under the paper. In the last case, with the magnet moving under the paper, the sharp eye will see some of the particles rearing themselves on their hind legs, so to speak, and waving back and forth in accordance with the amount of magnetic attraction beneath.'

"All this is curious and interesting and provocative of thought. We can not but wonder, when we note what is going on, how the masses of iron were first collected and deposited in comparative purity in isolated spots all ready for the miner and the manufacturer, and then we may wonder still more how all the iron scattered by man's activities in infinitesimal particles through the air and over all the earth is ever to be collected and deposited again for the miners who will still be seeking iron in the ages out of sight ahead. So far as imagination can outline the future plan of the universe, with the tendency everywhere from the homogeneous to the heterogeneous, there is no hint of any reassembling of such material as in the primeval aggregations. We must go on mining and comminuting and scattering with no intelligent thought as to what is to be the climax. If we ever think for a second of the possibility of exhausting our supplies, especially of the metals, we have only to remind ourselves of the specific gravity of the earth. As long as that is above 5, we know that in the constituents of the mass the metals are decidedly in the majority, and the meteors which are flung at us assure us that steel is plentiful in the universe."

HOW THE SNOWFLAKE GROWS

NO COMPLETE and satisfactory explanation of the almost mathematically perfect forms of snow crystals has yet been made. They are of course related closely to the shape of the ordinary ice-crystals of which they are built up. The six-sided plan governs throughout, and the angle of sixty degrees is rigidly preserved; but this does not explain the astonishing star and flower forms that we see. A very plausible attempt at an explanation is made in *La Nature* (Paris) by C. E. Guillaume. According to him, the serrated character of the crystal growth and its wonderful lace-like intervals are due to the fact that the heat set free by each successive crystal as it forms temporarily dries out the neighboring air, so that the next branch must grow out, not close to its neighbor, but at a sufficient distance to find the moisture that it needs. Growth of this kind is often compared to that of a living organism, with the inference that there is some degree of similarity, at least, between the mechanism of one case and that of the other. Nothing could be further from the truth, Mr. Guillaume tells us. He writes:



THE SNOWFLAKE'S SPLENDID SYMMETRY.

The preservation of the six-sided plan, the serrated character of the crystal growth, and the wonderful lace-like intervals, are, according to a French scientist, due to the fact that each branch, as it forms, dries the air around it.

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"In a living organism, with a nervous system and a complete circulation, it may be understood that internal forces create symmetry by a mutual reaction of elements. In organisms, each of whose parts has its function, we must consider binary symmetry (the higher animals) or axial (worms, sea-urchins, star-fish, or flowers) as a functional necessity to which a constant internal cause adapts itself.

"But the case is different with snow flowers. Neither circulation nor innervation can be invoked to explain the repetition of the same elements round about the initial crystal; and altho each branch is formed in the same way, we must look elsewhere for the cause.

"Let us start with the little hexagonal crystal that is formed at the outset just like any other crystal. It falls gently through the air, which has a temperature below freezing and still contains a quantity of water-vapor in slight excess of saturation. This water has thus a natural tendency to be deposited as ice, but as this tendency is weak, owing to the slight degree of the supersaturation, precipitation can take place only on a solid nucleus. The points of the crystal offer themselves as natural points of attachment for any new agglomeration. We may say then, that as conditions are the same all about, the same causes will produce the same effects. . . . But altho once in a while a perfectly regular snow star might incontestably result from a high degree of uniformity and simplicity of the environment, still, perfect flowers are the rule and their existence must surely have more precise causes.

"Let us look at the phenomenon a little more closely. We know that when the air gives up its vapor in solid form, a relatively large amount of heat is set free. . . . The surrounding air must thus be dried, not only because it has given up its water, but still more because it has become warmer. The evaporation is thus slow, and when a molecule has been joined to a branch the latter stops growing until the neighboring air has become again supersaturated. During this time the other branches, each in its turn, has captured a particle and has become also quiescent for a brief interval. Thus the regularity becomes automatic; it depends no longer on the initial equality of conditions all around the star, but rather on a regulating mechanism that constantly guides the phenomenon.

"This mechanism would suffice to explain how the star always nearly balances itself and how additions of approximately the same importance are made on each of the points of the original crystal. But the symmetry of the branches would still remain a mystery.

"Let us push our analysis further. The setting free of heat by the deposition of a tiny quantity of water produces a drying that is not only local but extends over a small amount of space; and since the air is no longer saturated throughout this volume, the growth of the crystal can take place only at its boundaries. A stem grows out slowly from the angle of the crystal, and a moment comes when its point is far enough removed from the crystal for a new deposit to be made from the air behind it, now sufficiently saturated. Thus a branch begins and grows at the expense of the surrounding moisture, creating about it a zone of dryness. The foregoing explanation is tentative and needs to be more completely worked out . . . but it seems to me at least a good working hypothesis."—*Translation made for* THE LITERARY DIGEST.

THE ORIGIN OF PETROLEUM—Most of our readers can remember when the accepted explanation of petroleum was that it is a vegetable derivative—a distillation product from the same plants whose solid elements have been preserved to us as coal. A little later came an animal theory of its origin, which would make it a product, not of the plant life of the Carboniferous Age, but of the animal remains of the same period. More recently still, eminent chemists have assured us that chemical forces alone are quite sufficient to account for it, and that it may be due only to the action of very hot water on certain minerals. No one of these theories seems quite to fill the bill, and a combination of all three, to prove petroleum a solution of animal and vegetable remains in a purely mineral oil, has lately been put forward. Says a writer in *Cosmos* (Paris, December 17):

"The old theories of Moissan and Mendeleff, altho they have the advantage of convenient simplicity, contradict so many facts that it will be difficult to preserve them. Therefore, little by little, more probable theories are being substituted, of which Raguskin, the Russian chemist, gives an interesting summary in an article translated in *Les Matières Grasses*. The investigations of this scientist have led to the conclusion that all the petroleums have certain optical properties peculiar to organic substances. They rotate the plane of polarized light; and it has been well shown, especially through the interesting studies of Pasteur on tartaric acid, that altho the chemist can make this acid in an inactive form, it is absolutely impossible for him, unaided by living organisms, to obtain a similar product that will rotate this plane to left or right.

"A professor from Warsaw, Mr. Chardin, assumes that, altho petroleum may have been formed in the lower strata of the earth solely by the action of heat on water and rocks, naphtha, under a considerable gaseous pressure, penetrated into some of the upper layers. There it encountered animal and vegetable remains, and, by dissolving them in part, acquired its present composition. This hypothesis is the more plausible in that it has been confirmed by divers chemists and geologists; the more distant from the surface the source of a mineral oil, the less clear it is; which surely indicates the probability of filtration upward through the rocks. Also, the index of polarization is a function of the depth of the oil-bearing source; the phenomenon is so constant that on it may be surely based methods for the analysis and identification of petroleums."—*Translation made for* THE LITERARY DIGEST.

THE FEELING OF A MAGNET

MAGNETS, especially when excited by electricity, are the tools by which some of the most important work of the modern world is done. They pull our trolley-cars and turn the wheels of some of our biggest factories. Not an electric motor could exert its power except for the magnetic qualities of the iron in its armatures. Magnetic cranes in our workshops pick up tons of iron with ease. One would think that this enormous force would surely produce some effect on the human frame, yet until the other day no one has ever "felt" magnetism nor perceived it directly by any organ of sense, altho it has been a favorite subject with experimenters, who have made the most careful trials with it for scores of years. Even the celebrated electromagnet made some time ago by an army officer out of condemned cannon, produced not the slightest effect of this sort. It was so powerful that, when a soldier stood in front of one of the poles, railroad spikes casually tossed at him would stick to his chest, being held there by the attractive power exerted through his body; yet he could not feel the magnetic lines of force that threaded their way through his tissues and organs. Now, however, by using an electromagnet that is made and unmade rapidly by an alternating current, an effect has at last been demonstrated—usually a flickering appearance before the eyes, altho sensations of taste were also reported. This was first announced to the Royal Society of London by Silvanus P. Thompson, the English electrician, who used a large coil into which he inserted his subject's head. Further and even more striking experiments are reported to *Science* (New York, January 13) by Knight Dunlap, of Johns Hopkins University. This writer states that those who perceived the flicker saw it less distinctly after a minute or so, but found it restored by a few minutes' rest. The flicker was strongest at the edge of the visual field. The effect is distincter with stronger currents, but very rapid alternation weakens it. We read:

"With my head below the level of the coil, and with my eyes open, the flicker was strongly noticeable, altho the room was brightly lighted by afternoon daylight. The whole visual field quivered as if illuminated by a rapidly intermittent light. Several other subjects made a similar observation, altho in some cases the flicker was noticed only in the less illuminated parts of the visual field, as where shadows fell in the room. With the head inside the coil the flicker was so pronounced as to be intensely disagreeable. . . . Altho some flicker was observed when the occipito-frontal axis was vertical, rotation of

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the head through 90° caused a great increase. This would suggest that the effect is due to induction currents in the optic pathway. . . . When the head is inside the coil, the pathway crosses the lines in the most intense part of the magnetic field."

Whether currents induced in the optic pathway excite the brain directly, or only the retina, is yet a matter for conjecture. The experimenter is also not sure whether there is a definite *arousal* of visual sensation by the alternating field; the effect appears to him more like an alternate intensification and inhibition of whatever sensory process is already in progress.

CHLOROFORMING PLANTS

RECENT extensions of the paradoxical use of anesthetics for forcing plants, together with a history of the method and the reasons for it, are set forth in *The Inventive Age* (Washington, January). One would think at first sight that an anesthetic would retard the blossoming of a plant, instead of hastening it. The action would seem, however, to resemble that of a man who should take a sleeping draught in the afternoon, so that he might get to sleep earlier and wake at 2 A.M. to take a train. Before the blossoming of a plant, a rest period is necessary for it to gather its energies, and the anesthetic enables it to hurry through part of this stage. The whole process, like any method of forcing, is of course artificial and abnormal. Says the paper named above:

"In the twentieth century we are no longer content to cultivate plants in their natural season of growth, and gather the flowers in summertime, but we attempt their cultivation in every season of the year, and expect our supplies of roses to be as certain in January as in June. This is made possible through the employment of systems of artificial heating of conservatories, and the consequent 'forcing' of the plants. But there is a limit beyond which such forcing can not be pushed, owing to the fact that plants insist on a certain amount of rest after the completion of growth. Many bulbous plants, such as lilies, and also lilacs and azaleas, were impossible flowers in the late autumn. It therefore occurred to market-growers that instead of forcing plants of the present season's growth, it might be feasible to retard those of the previous year. It was found that lily bulbs, etc., might be lifted early in the spring before commencing growth, and placed in cold storage, and thus retarded until the date when it was desired for them to flower. This method is now practised in all gardening communities, and its commercial value is beyond estimation. It must be pointed out, however, that toward the end of the autumn the plants that have been in cold storage so long begin to lose their vital power, for the sleep can not be indefinitely prolonged with impunity, and by the time the forcing of the succeeding season's products can be undertaken with success, the old retarded specimens have lost their value altogether.

"The next discovery in regard to the forcing of plants was made in Denmark by a botanist who, after making a prolonged study of plants, decided that their period of inactivity or sleep might be divided into three stages, as follows: (1) The period immediately following the fall of the leaf or a stage in which the plant is going to sleep; (2) A similar length of time during which rest is absolute, and (3) the period in the spring when, the sleeping stage having passed, the tree continues to remain dormant only because the weather is unsuitable for growth."

It was thought possible to hurry the plants through the first two stages of rest into the third. If this could be done, they would obviously at once be suitable for introduction to the forcing-house. It was found by experiment that in plants, as in animals, ether and chloroform cause every indication of sleep; and during the past few years the system of treating plants in this way to hasten them through the resting periods has been adopted commercially with extraordinary success. Thus:

"A lilac bush may be lifted from the ground at the end of the summer while the leaves are still on it and kept for several hours under the influence of ether. By this means such an effect is produced on the tissues as it would have taken nature months to accomplish. It is now easily possible to flower lilacs twice in the same year, once in the open in June and again in November by etherizing the plant at the end of August, and subsequently forcing it in the hothouse.

"Plants to be etherized are brought first into a dry condition at top and root, and then placed in an air-tight structure. The door is sealed and the ether applied through a small hole in the roof into a vessel in the house, and the fumes being heavier than the atmosphere, hang about near the floor, where the plants are arranged. The ether has the effect of drying up the moisture in the tissues, and it is thought that in the natural rest of plants there is a gradual drying process at work which, for want of better knowledge, the cultivator describes as the ripening of the tissues.

"But the very latest aid afforded by science to this industry is the use of acetylene gas in forcing plants. For years experiments have been made in cultivating flowers, etc., under electric light, and it has been proved that it promotes assimilation and hastens maturity. It was discovered, however, that the chemical ultraviolet rays were injurious to the plants, and a Cornell professor turned his attention to the employment of acetylene. He has decided that this latter more nearly approximates sunlight in its make-up than any other artificial illuminant used. Strawberries have been made to bear sixteen days earlier as a result of acetylene added to sunlight. Geraniums blossom three weeks ahead of the normal time, and radishes increase in weight.

"How many persons when they are purchasing lilies, roses, tulips, hyacinths, and viburnum for their Christmas decorations, have any idea of the artifices it is necessary to resort to in order to make the garden bloom in winter?"

IF NEWTON HAD AN EFFICIENCY BOSS

IN SOMEWHAT sarcastic comment on Mr. Cooke's recent "Efficiency Bulletin" of the Carnegie Foundation, which he says is written "from the point of view of the man who is used to report on the efficiency of a glue-factory or soap-works," Prof. R. C. Maclaurin, of the Massachusetts Institute of Technology, in a letter to *Science* (New York, January 20) imagines Isaac Newton or Michael Faraday doing their world-famous scientific work under the superintendence of men who should demand "efficiency" at the rate of so much per hour, and call for instantaneous results that show "good business administration." He says:

"Think for a moment of the effect on men like Newton or Faraday of the 'snap-and-vigor' treatment that Mr. Cooke suggests in his discussion of research. They must make frequent reports on the progress of their research and constantly justify the expenditure thereon. The superintendent of buildings and grounds, or other competent authority, calls upon Mr. Newton.

"*Supt.* 'Your theory of gravitation is hanging fire unduly. The director insists on a finished report, filed in his office by 9 A.M. Monday next; summarized on one page; typewritten, and the main points underlined. Also a careful estimate of the cost of the research per student-hour.'

"*Newton.* 'But there is one difficulty that has been puzzling me for fourteen years, and I am not quite . . .'

"*Supt.* (with snap and vigor). 'Guess you had better overcome that difficulty by Monday morning or quit.'"

In all matters that are really vital to education, Professor Maclaurin says elsewhere in his article, there is no "equivalent mechanism" in the industrial world. He goes on:

"We are not making shoes or bricks or cloth, but are dealing with material of the utmost complexity and variety, with no two specimens quite the same and no two that need just the same treatment. Uniformity in the product is not only unattainable, it is not even desirable, and factory methods are entirely out of place. If we neglect the human factors in our education we are lost and we can not overlook the fact that, without such bulletins as this, there are already plenty of forces at work to give sufficient prominence to mechanical conceptions and mechanical tests. Nor does it require any special effort in this country to stimulate admiration for the 'snap and vigor of the business administrator,' while the value of snap in the domain of education may very easily be overestimated."

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LETTERS AND ART

"THE PIPER" PIPES AT HOME

MR. HENRY ARTHUR JONES, the English playwright, is preaching us high ideals for the drama. He wants plays to read well and act well too—that is, to be literary as well as dramatic. But he sees none of this happy harmony of conditions in our theater to-day. In his lectures before Columbia and Harvard he is saying that if our plays were brought to this test three-quarters of them would never be heard of and the other quarter would be "tolerated and smiled at as harmless nonsense or sensation." Almost on the heels of his first speech The New Theater fills the bill apparently, even to his satisfaction. "The Piper," as one critic puts it, is a "charming and durable contribution by an American to the all too scant collection of actable and readable plays." Last summer when this play, written by Mrs. Josephine Preston Peabody Marks, was awarded the Stratford prize for the best contemporary play in English, we gave an account of the drama and of F. R. Benson's presentation of it at the Shakesperian shrine. It succeeded with the audience there as well as with the prize committee, and recently it has been acclaimed in London. All these things give courage to our otherwise halting theatrical managers. The New Theater decided to produce it, and, says the critic of the New York *Tribune*, "no play heretofore produced at this theater has been so cordially rewarded with the plaudits of a great audience." The play, it may be said, vainly sought the suffrage of American managers before it sought the Stratford prize. A brief review of the story may be quoted here from the New York *Sun*:

THE "LONELY MAN" AND THE "PIPER."

Here the *Piper* defies a sorrowing mother and even Christ in refusing to bring the children back to Hamelin, but the *Lonely Man* has his way, and the *Piper*, after protesting, yields.

"Mrs. Marks's play is a new treatment of the legend of the piper who freed Hamelin of rats, and then to punish the citizens who refused to pay him piped away the children as well. The four acts pass in the market-place of Hamelin, at a ruined monastery in which the children are confined and at the crossing of two roads on the way to Rudersheim. The first act introduced the *Piper* and his band of strolling players performing a miracle play for the happy burghers of Hamelin, who are now free of the rats and the threat of impending famine. His companions, *Michael* and *Cheat-the-Devil*, are with him when the drunken burgomaster and the parsimonious syndic refuse to pay the promised 1,000 guilders for leading the rats away.

"It is while the old people are at church that with his music he pipes the children after him just as he had done the rats. It is in the monastery of the second act that the subordinate interest of the drama appears. It seems that *Michael* in his brief sojourn at Hamelin had learned to love *Barbara*, daughter of the burgomaster. So he has returned to Hamelin to learn her fate. When he returns to the strolling players, unhappy enough with the children in the monastery, it is to say that she is on her way to a convent at Rudersheim, for it has been decided that she must become a nun so that the burgomaster may not keep his one ewe lamb while the other citizens must go childless.

"But the *Piper* once more puts to confusion the burghers of Hamelin and saves the happiness of his friend *Michael*. He pipes the priests and nuns, the townfolk and their rulers into such a dance that *Barbara* is finally left alone when the others have been danced far away by the *Piper's* playing. It is unfortunate for her sword-eating lover that she is in love, not with him but the *Piper* who has rescued her. But a philter restores her affection, and the episode of *Barbara* and *Michael* comes to a happy end.

"The return to the *Piper* in his attitude toward the children and the citizens of Hamelin shows him with *Veronika*, wife of the Syndic. She alone believes that she may find by seeking him the crippled child. It was this boy that used to sit under the crucifix watching the face of 'the Lonely Man' to try to see a smile on the suffering countenance. In vain she begs the *Piper* to return the children. He is determined not to, and only after a dialog with 'the Lonely Man' at the crossing of the roads, in which the *Piper* alone speaks, he determines that they shall go back to the town from which he had hoped to keep them always. So in the last act little *Jan* reaches his mother just in time to prevent her death, and the others are restored to Hamelin and the *Piper* declares he will hereafter be devoted to the service of 'the Lonely Man.'"

The performance, however, sets the critics at disagreement over the wisdom of giving the principal rôle to a woman. It is conceded that Miss Matthison does all that a woman could do. "'The Piper' could not have been interpreted more admirably," says *The Sun's* critic. The New Theater "never did more to justify its existence." But to *The Tribune* the character of the *Piper* "is so unmistakably masculine that no possible ingenuity can frame a plausible excuse for permitting a gracious, lovely, and entrancing woman to act it, even when that woman is Miss Edith Wynne Matthison, the most accomplished and poetic actress of our stage." The management of the New Theater is credited by this critic with an "irrepressible genius for miscasting characters." In this particular instance he declares:

"It says much for the living strength of this drama that it achieved immediate success at The New Theater, altho the leading man's part was played by the leading woman. It was not because of this curious misdeal, but in spite of it, that the play won the house. It was natural enough in the circumstances that much of the poet-playwright's meaning could not cross the footlights. Thus, in the third act, where there should be the contrast between the strong man, the *Piper*, partly vengeful for his own wrongs and partly on account of Hamelin's meanness, this virile, defiant fellow, defying a sorrowing mother and even Christ himself, there at the cross-roads—instead of this contrast, which the scene needs, between this man of energy and the weeping mother of a lost child, you see two agitated women. The lines show clearly enough that the author meant to contrast here a man's sorrow and his soul's tumult with a woman's grief. All through The New Theater's performance of the play the man is missed. To that extent, of course, the author's intention must be submerged. But it would seem not

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THE SCENE OF REJOICING AT THE CHILDREN'S RETURN TO HAMELIN.

"Considered mainly as a romantic fairy tale," this play "is a delightful bit of work, fresh in conception, and full of humor and true poetic fancy. But the inspiration of it is entirely modern, and its satire, direct and vigorous."

to matter at The New Theater how a play is cast so long as it is not rightly cast.

"This much having been said, let it be also said that if a woman must play this man's part no other actress could play the *Piper* with such delicacy, charm, and poetic spirit as Miss Edith Wynne Matthison gives to it. She was delightful, but she was obviously a woman masquerading. Sweetly, tenderly, and at times roguishly, feminine, she never for an instant suggested a masculine spirit or a man's thought. How could she? She is Edith Wynne Matthison, the most poetic incarnation of womanhood on our stage."

LINCOLN'S UNCONSCIOUS POETRY

LINCOLN essayed on several occasions, principally during his youth, to write verse. He did not come off with any achievement that ranks him with the poets. "Frankly rimed and intentionally metrical," his poems fell short of being truly poetic. Yet many of the later addresses, says James Raymond Perry, "wholly unrimed, of course, and not intentionally metrical—seem surcharged with poetry." Ever and again in the addresses, this writer continues in *The North American Review* (February), "the careful observer will discover whole lines, perhaps a succession of lines, in the iambic pentameter form—like the blank verse of Shakespeare and Milton." Take, for example, these lines from the Gettysburg Address:

> That from these honored dead we take increased
> Devotion to that cause for which they gave
> The last full measure of devotion.

Here, comments Mr. Perry, "are three complete lines as flawless as if consciously and intentionally cast into the iambic pentameter form." He then selects some single lines like:

> Must those whose harder part give us the cause . . .

and:

> Was not in reach to take an active part.

Or this from the "First Inaugural":

> Suppose you go to war, you can not fight . . .

And this,

> We are not enemies, but friends. We must . . .

He continues:

"Instances like these could be multiplied, no doubt; and their recurrence ever and again contributes unquestionably to the poetic quality so noticeable in the prose addresses. When the words are not cast into the pentameter form they often fall into other metrical divisions, as for example:

> 'But in a larger sense
> We can not dedicate,
> We can not consecrate,
> We can not hallow this ground.'
>
> 'The world will little note
> Nor long remember what
> We say here.'
>
> 'That from these honored dead.'
>
> 'Shall not have died in vain.'

"When he wrote the Gettysburg Address, Lincoln was plainly in a highly exalted and poetical mood, for the language used clearly reflects inspiration and exaltation. Frequent as are the metrical forms in his prose and highly contributory as they are in giving to it a poetical quality, they nevertheless do not contribute its whole, nor, perhaps, even its chief poetical charm. That charm, of course, lies in the deep poetical feeling back of both form and words, the result of which is a poetical quality in his expression even when that expression shapes itself into unmetrical prose. Because of this poetical feeling in his prose, long sections of some of his addresses may be read as poems.

"Mr. R. W. Gilder, in his masterly 'Lincoln the Leader,' speaking of Lincoln's literary style, says:

"'But Lincoln's style might have had all these qualities and yet not have carried as it did. Beyond these traits comes the miracle—the cadence of his prose and its traits of pathos and of imagination. Lincoln's prose, at its height and when his spirit was stirred by aspiration and resolve, affects the soul like noble music. Indeed, there may be found in all his great utterances a strain which is like the leading motive—the *Leitmotif*—in musical drama; a strain of mingled pathos, heroism, and resolution. That is the strain in the two inaugurals, in the "Gettysburg Address," and in his letter of consolation to a

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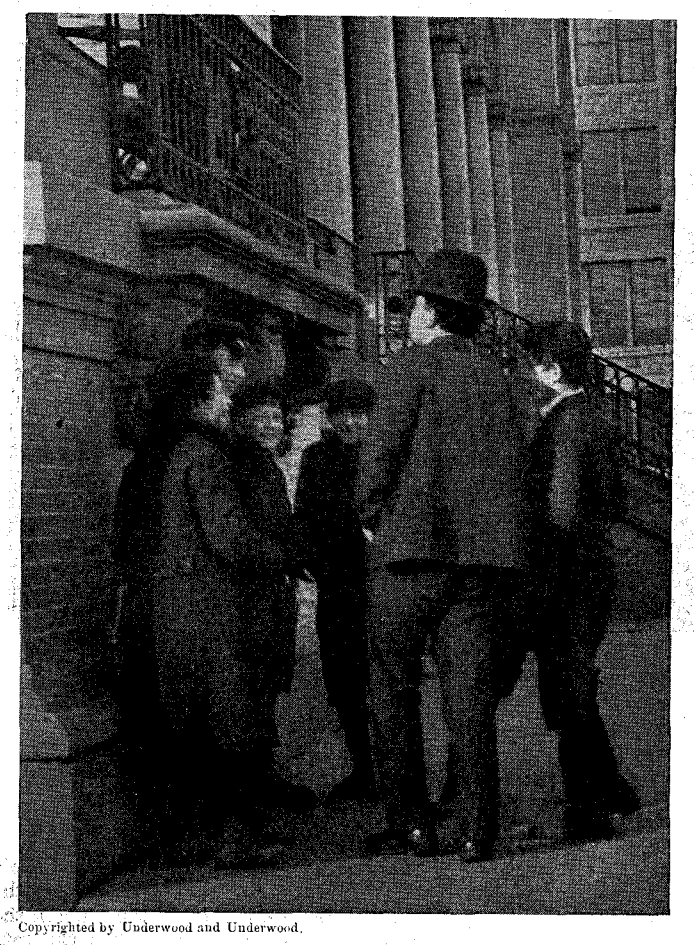
bereaved mother, which moves the heart of generation after generation.'"

Mr. Perry next tries the experiment of lining off portions of Lincoln's utterances as if they were blank verse, first observing:

"Casting them into such lines does not, of course, make them actually more poetical, but it does call attention more forcibly to the fact that they *are* poetical—in form as well as quality.



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LEARNING "THE GAME."

The child of our cities is "everywhere invited to enter prematurely into the life and concerns of grown-ups."

The unmetrical prose is still there, to be sure; but even so, that musical cadence mentioned by Mr. Gilder is seldom absent.

"In the subjoined examples it is not claimed that the division into verse lines is the best possible division they are capable of; a more practised eye might rearrange the lines so that the poetical form would be heightened.

THE FAREWELL ADDRESS AT SPRINGFIELD

My Friends: No one not in my situation
Can appreciate my feeling of sadness at this parting.
To this place, and the kindness of these people,
I owe everything. Here I have lived a quarter of a century,
And have passed from a young to an old man.
Here my children have been born
And one is buried. I now leave, not knowing when
Or whether ever I may return, with a task before me
Greater than that which rested upon Washington.
Without the assistance of that Divine Being
Who ever attended him I can not succeed.
With that assistance I can not fail.
Trusting him, who can go with me
And remain with you, and be everywhere for good,
Let us confidently hope that all will yet be well.
To his care commending you, as I hope
In your prayers you will commend me,
I bid you an affectionate farewell.

"The richly poetical quality of the foregoing lines must be apparent to every one."

The same thing with interesting results is attempted with the "Address in Independence Hall" and the "First Inaugural Address." More remarkable perhaps is the "Bixby Letter" which was likely produced without premeditation. We read:

"Whenever Lincoln was deeply moved his thoughts seem to have shaped themselves naturally into poetry—the deeper his emotions, the more poetical their expression. Witness the following:

LETTER TO MRS. BIXBY

DEAR MADAM:
I have been shown in the files of the War Department
A statement of the Adjutant-General of Massachusetts
That you are the mother of five sons
Who have died gloriously on the field of battle. I feel
How weak and fruitless must be any words of mine
Which should attempt to beguile you from the grief
Of a loss so overwhelming. But I can not refrain
From tendering to you the consolation that may be found
In the thanks of the Republic they died to save.
I pray that our Heavenly Father may assuage
The anguish of your bereavement, and leave you only
The cherished memory of the loved and lost,
And the solemn pride that must be yours to have laid
So costly a sacrifice upon the altar of freedom.

"If anything, short of Divine Power itself, could assuage the anguish and give consolation to this almost unbelievably stricken mother, it should be found in words like those from a source like that."

EDUCATION AS CHILD PROTECTION

THE CITY—especially the large American city—is no child's world. No restraint is put upon its flaring publicity in the interests of childhood's innocence; hence education is "mostly a matter of protection against an environment which is unfavorable to the natural and healthy growth of the child." These are the words of Mr. Percival Chubb, principal of the Ethical Culture Society's high-school department, delivered before an assembly held at the Child's Welfare Exhibit, in New York. It is not to be wondered at that the heads of families become "commuters" as soon as children appear, when we read that the great city is "an adult world which recks little of the effects of its adult ways upon the sensitiveness and innocence of the young." As reported by the New York papers he went on to say:

"Deplorable as is the overstimulation which it causes, as evidenced in the precocity and 'smartness' of a typical child, the moral effects of this adult environment are still more serious.

"The nervous rush and crush of it all, the selfish push and greedy haste which reach their barbarous climax in the subway, the immodest assertiveness of the advertising, are unwholesome and ruinous. There are no advertisements for children; the child is everywhere nudged with the rest of us to interest himself in all that concerns his elders—beautifiers, beverages, and all. There are no theaters for children. There are no newspapers for them; and no news-stands make provision for their reading needs. The child is everywhere invited to enter prematurely into the life and concerns of grown-ups.

"Against these social or environmental influences which are the master part of the formative forces at work upon most of our city children, the teacher has to wage a grim and uncertain battle. Thus, to draw nearer to my special theme, the task of the teacher of English is to counteract the linguistic and 'literary' environment which corrupts the speech and taste of the average child.

"So the task of a director of school festivals (which we foster at the Ethical Culture School) is to counteract the recreational environment of the child—the influence of the adult theater and vaudeville, with its ragtime ditties, which heedless parents allow their children to patronize. And, so, too, the general moral task of the school is to protect boys against smoking, drinking, and gambling, which they see around them (and there are recurring epidemics in our schools), and the girls against folly and immodesty in dress and all the vagaries of flaunting fashion.

"And to clinch my point, let me quote from the latest issue of a little club newspaper, just received from East Orange; referring to a local theater and its play, it asserts that a certain poster and show have done more to corrupt the youth of these Oranges than all the clubs and Young Men's Christian Associations and Sunday-schools and churches and those sex-

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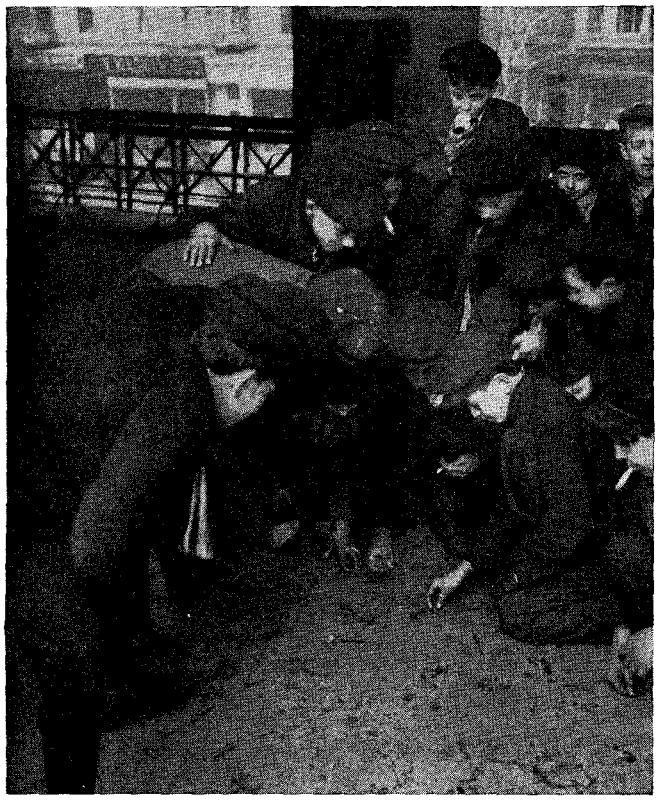
hygiene lectures can neutralize, let alone make good. Until every school board is primarily a board of moral health, which jealously guards the child against moral disease in all such forms—posters and shows, sensational newspapers and songs—these things will happen."

The daily newspaper, thinks Mr. Chubb, "ought to have no direct influence on the child under sixteen." Its "chronicle of scandal, sin, and crime" is plainly not written for his consumption. But he is not forgotten on Sunday. Says Mr. Chubb:

"It is when we come to that American monster of misrule, the Sunday newspaper, with its lurid comic supplement for the child's particular benefit, that our trouble begins. I haven't time to mince words about that. It is, in almost every example of it, the product of the newspaper vaudeville artist, who has lost his sense of humor, his ethical values, and his taste. It glorifies the smart child, proficient in monkey tricks; the cheeky, disrespectful, and irreverent child, who 'guys' his elders and betters; the libertine child of silly, humoring parents. Its so-called humor is the humor of distortion, akin to that provided for the parents in those inane cartoons which serve up daily and nightly in our yellow journals the misshapen, apelike creatures of a diseased imagination.

"It is strange that the forces of religion in the church and the Sunday-school have not been active to repress this Sunday invasion of vulgarity. Is a child who has feasted on this coarse food in any state of mind to attend Sunday-school or church? Or is indulgence in the Sunday newspaper habit, or, let us say, the comic-supplement habit, calculated to induce the right kind of reaction after the services of the Sunday-school and the church? But what can we expect of the child if the parent is



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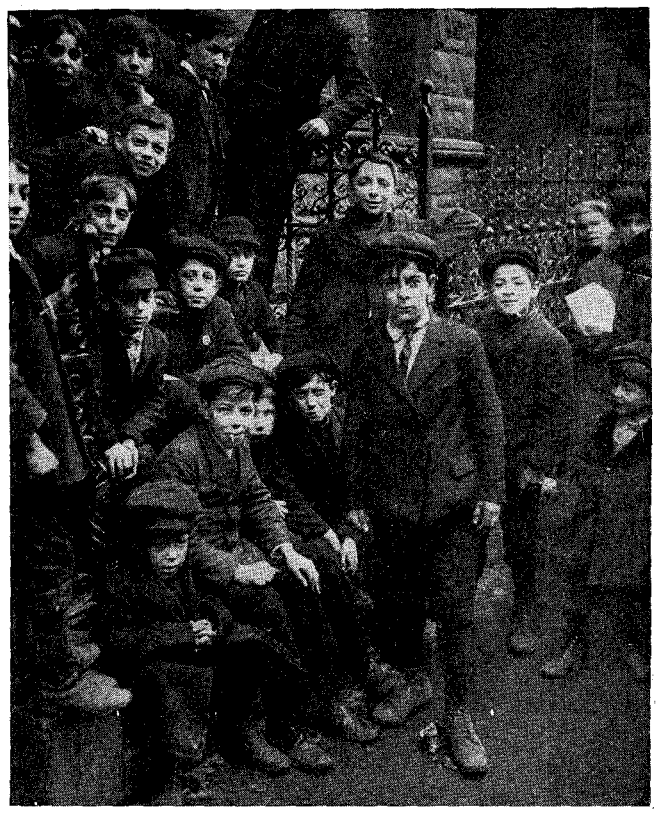
"SHOOTING CRAPS."

Gambling is found to be an element in practically all the games that city street children play. This one is among the favorites.

indifferent, and even sets an example? If he, as his chief Sunday relaxation, gives himself up to the enjoyment of the average type of swollen Sunday newspaper, with its ugly mosaic of scandal and gossip and crime, and its frequent indecent piquancy, what is to be expected of the children?

"What meaning will the words dignity, nobleness, refinement, sweetness have for these little people, whose weekly literary diet includes this crowning morsel from the sabbatical breakfast-table? The agitation against the comic supplement for children is making encouraging headway, but has not yet amounted to a force sufficient to change the practise of the



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A "GANG" AND ITS LEADER.

One of the hardest tasks of the city schools is "to counteract the recreational environment of the child."

newspapers. The attitude of the newspaper proprietor, be he ever so wealthy, is frankly commercial. He disowns any educational or philanthropic intention. He meets those who have pleaded with him for reform with the statement that as soon as public opinion has developed far enough he will make a change."

IMPROVING ON NATURE—Whistler used to startle his hearers by such offhand declarations as that "Nature is always wrong." The *mot* was taken for something of a joke at the time, but it looks as tho some of our painters hold it for a gospel now. One of them is quoted as saying: "What we want is less nature and more art." Mr. Elliott Daingerfield takes up this text and preaches a little sermon in *Scribner's* (February) on the thing needful in art. Thus:

"The great class of the art school should be the Composition Class, and if we are to escape the 'blight' of literalness, of reportorial copy, of the arranged, literary subject picture with all its barrenness of art, we must teach self-expression—the power of selection, of arrangement, of taste (what a master of taste was Whistler!), and of all those sensitive matters of light and atmosphere, and of values. All the information gained in antique, life, and still-life classes should be brought to bear in the composition, for there only is a pupil made aware of how little he knows. And I am minded to say that the whole world of painters should be a great composition class. Thus a man might learn to compose, to select, to omit; might learn restraint, reserve, repose, rhythm—and to find all this he must have time to search his own soul. All these things in the presence of models of whatever sort are quite impossible to keep well in mind, and all are most essential in a work of art. The question of painting also appears. Quality, that most subtle and desirable thing in painting, is scarcely to be achieved when the objective reality, so dominant, so forceful, and so ugly (for beauty lies deeper than the surface), is obtruding itself.

"The oft-repeated phrase, 'Paint from nature,' is a good one if properly understood. Paint from—in the sense of away—not by her, lest she has her way with you and not you with her."

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CHURCH STATISTICS FOR 1910

LAST YEAR our quotation from Dr. Carroll's article on the annual statistics covering the year 1909 reported "a practically static condition of church-membership, but an increase in the agencies of the Church." For 1910 he reports gains "not as large as those of 1909." The total increase for all religious bodies is 2,309 ministers, 2,431 churches, and 628,955 communicants. These figures, he thinks, may be somewhat increased when exact returns for the regular Baptist bodies, the Roman-Catholic Church, and the Methodist Episcopal Church, South, are at hand. The grand totals are 170,153 ministers, 218,147 churches, and 35,332,776 communicants. In our total population of upward of 92,000,000 it may be here seen that in every 1,000 of the population, including infants and young children, 385 are communicants or members of some religious body. A somewhat detailed view of gains shows:

"The largest gains for the year, 110,100, are reported for the Catholic bodies, the next largest, 108,776, for the Methodist bodies, the third, 89,759, for the Disciples of Christ, the fourth, 85,828, for the Baptist bodies, and the fifth, 70,439, for the Lutheran bodies. Single denominations reported gains as follows: (1) Roman Catholic, 110,100; (2) Disciples of Christ, 89,759; (3) Regular Baptists, South, 49,749; (4) African Methodist Episcopal Church, 47,874 (partly due, perhaps, to a readjustment); (5) Cumberland Presbyterian, 40,000, largely due to a readjustment; (6) Lutheran Synodical Conference, 39,755; (7) Regular Baptists, colored, 34,589; (8) Methodist Episcopal Church, South, 32,000; (9) Greek Orthodox Church, 30,000; (10) Methodist Episcopal Church, 26,949; (11) Lutheran General Synod, 17,635; (12) Northern Presbyterian, 16,886; (13) Protestant Episcopal, 16,677."

The census of 1890 furnished the first complete basis for comparisons and estimation of growth. Two decades elapsing with carefully gathered statistics furnish instructive results. In 1890, for example, 1 in every 3 + inhabitants of all ages was a member of some religious body; in 1900 the ratio was 1 in every 2.8; in 1910 it was 1 in every 2.6. Viewing the period in decades we also see:

"In the first decade, ending in 1900, the net gains were 32,165 ministers, 25,514 churches, and 6,765,497 communicants, indicating an annual average gain of 3,216 ministers, 2,551 churches, and 676,549 communicants. In the second decade, ending in 1910, the net gains were 26,952 ministers, 27,336 churches, and 7,948,972 communicants, an average annual gain of 2,695 ministers, 2,733 churches, and 794,897 communicants. The absolute gain in ministers was considerably less in the second decade than in the first, with an obviously reduced percentage; but the absolute increase in communicants over the previous decade was large, reaching nearly 1,200,000, and there was also a somewhat higher figure for churches. The following is a summary exhibit:

THE TOTALS BY DECADES

	Ministers.	Churches.	Communicants.
1890	111,036	165,297	20,618,307
1900	143,201	190,811	27,383,804
1910	170,153	218,147	35,332,776

THE GAINS BY DECADES

1900	32,165	25,514	6,765,497
1910	26,952	27,336	7,948,972
Totals	59,117	52,850	14,714,469

"This shows percentages of increase in the twenty years as follows: In ministers, 53; in churches, 32; in communicants, 71. The latter figure far outstrips the percentage of increase of the population of the country. The actual increase of population of Continental United States in the twenty years was 29,350,017, showing a percentage of less than 47, which is only about two-thirds of the percentage of increase in communicants."

The overwhelming body of communicants is Christian, says Dr. Carroll, and "all except an insignificant percentage of the Christian element is what may be called Orthodox Christian, and the vast body of Orthodox Christian communicants are of what is called the Evangelical type." In differentiating between the Christian and non-Christian elements Dr. Carroll does not claim infallibility for his classifications, but—

"As nearly as can be ascertained there are of non-Christians 151,715, including the Jews, 143,000, the Ethical Culturists, 2,450, the Theosophists (some of whom claim to be Christians), 3,100, and the Buddhists, 3,165.

"Those of the Christian list which may be considered as not orthodox number 806,140. This class includes, of course, Christian Scientists, Spiritualists, Unitarians, Universalists, Latter-Day Saints, etc.

"The Catholic bodies, Eastern and Western, which are, of course, considered as orthodox Christians, number 12,711,673.

"Roughly tabulated the various elements would stand thus:

1. Non-Christian	151,715
2. Non-Orthodox Christian	806,140
3. Catholic	12,711,673
4. Evangelical	21,663,248
Total	35,332,776"

The following table gives the order of denominations:

Denominations.	Rank in 1910	Communicants.	Rank in 1890	Communicants.
Roman Catholic	1	12,304,173	1	6,231,417
Methodist Episcopal	2	3,186,862	2	2,240,354
Regular Baptist (South)	3	2,268,708	4	1,280,066
Regular Baptist (Colored)	4	1,986,222	3	1,348,989
Methodist Episcopal, South	5	1,831,946	5	1,209,976
Disciples of Christ	6	1,363,116	8	641,051
Presbyterian (Northern)	7	1,328,714	7	788,244
Regular Baptist (North)	8	1,199,943	6	800,450
Protestant Episcopal	9	928,780	9	532,054
Lutheran Synodical Conference	10	766,281	12	357,153
Congregationalist	11	741,400	10	512,771
African Methodist Episcopal Zion	12	547,216	13	349,788
African Methodist Episcopal	13	500,000	11	452,725
Lutheran General Council	14	459,224	14	324,846
Latter-Day Saints	15	350,000	21	144,352
Lutheran General Synod	16	302,440	20	164,640
Reformed (German)	17	297,116	15	204,018
United Brethren	18	283,682	16	202,474
Presbyterian (Southern)	19	281,920	18	179,721
German Evangelical Synod	20	236,615	17	187,432
Colored Methodist Episcopal	21	234,721	24	129,383
Methodist Protestant	22	188,437	22	141,989
United Norwegian Lutheran	23	161,964	26	119,972
Greek Orthodox (Catholic)	24	160,000	138	100
Spiritualists	25	150,000	39	45,030
United Presbyterian	26	135,010	27	94,402
Lutheran Synod of Ohio	27	127,430	33	69,505
Reformed (Dutch)	28	116,815	28	92,970
Evangelical Association	29	108,666	23	133,313
Primitive Baptist	30	102,311	25	121,347
Dunkard Brethren (Conservative)	31	100,000	35	61,101

Specialized statistics have appeared during the past year relative to the Lutheran denomination. They have been "gathered at infinite cost of labor and care" by Dr. John N. Lenker, a Lutheran statistician. The view of this denomination is not confined to the United States. We read:

"The Lutheran bodies rank third among Protestants in the United States, having overcome the lead of the Presbyterians in 1890 of 47,000, and secured an advance of some 322,000 communicants. The Swedish Evangelical bodies, the outcome of the Waldenstromian movement in Sweden, might properly be counted as Lutheran. If they were added the total Lutheran strength in this country would be 2,301,486. Lutherans have become the leading Protestant body in Minnesota, North Dakota, South Dakota, and Wisconsin, and rank second in Iowa, Michigan, Nebraska, and Pennsylvania. It is a polyglot Church, using in this country the English, German, Norwegian, Swedish, Danish, Icelandic, Finnish, Esthonian, Hungarian, Lettish, Slovakian, Polish, Werdish, Bohemian, Lapp languages. The completeness of the Lutheran table is due to the kind assistance of Dr. John N. Lenker, the eminent Lutheran statistician, who furnishes the figures for the Finnish Apostolic, Finnish National, Lutheran Brethren, and Suomai Synods. He states that in all the world the Lutheran communion has 28,102 pastors, 60,385 churches, and 76,000,000 baptized members. Of the 76,000,000, 50,000,000 use the German language, 7,000,000 the Swedish, 4,100,000 the English, 3,100,000 the Finnish, 3,000,000

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the Danish, 1,100,000 the Esthonian, 400,000 the Hungarian, 1,600,000 the Lettish, 500,000 each the Slovakian and the Polish, and so on.

"Professor Lenker in exhaustive tables just published . . . gives a view of Lutheran foreign missionary work in the world, including 64 societies in Europe, 26 in the United States, and 3 in South America, Australia, and Asia, making 93 in all, of which 28 are in Germany, and 24 in Scandinavia. Of the American societies 18 are Scandinavian and 8 German. All the societies employ 1,529 ordained missionaries, report 370,178 communicants, and have an aggregate income of $5,051,820, of which the American societies contribute $462,528."

The clerk of the first church, Christian Scientist, Boston, reports for the first time since 1907 statistics for ministers, readers, and churches. Says Dr. Carroll:

"In the three years there has been an increase of 872 readers and 436 churches. The number of members remains at 85,096, as given in 1907, no other figures having been furnished since then. According to the census the denomination had, in 1906, 85,717 members; but it was explained that this covers a large duplication, as many of the members of branch churches are also members of the Mother Church, and that it was learned from 'an authoritative source' that the duplications probably amount 'to nearly, if not quite, one-half of the membership of the Mother Church (41,309).' The census made no deduction, however, on that account.

"The increase in the number of readers and of branch churches in the last three years is large, and the natural inference would be that there has been a considerable gain in members; but if this is so, it seems strange that information concerning it is withheld."

By a difference in the method of computing statistics Dr. Carroll's estimate of the Catholic Church membership is always less than that published by Wiltzius's Catholic Directory. As that volume for 1911 is not yet published we repeat the statistics given in last year's volume which estimates the "total Catholic population" about 14,347,027, with 16,550 priests and 13,204 churches.

THE AUTHOR OF "GATES AJAR"

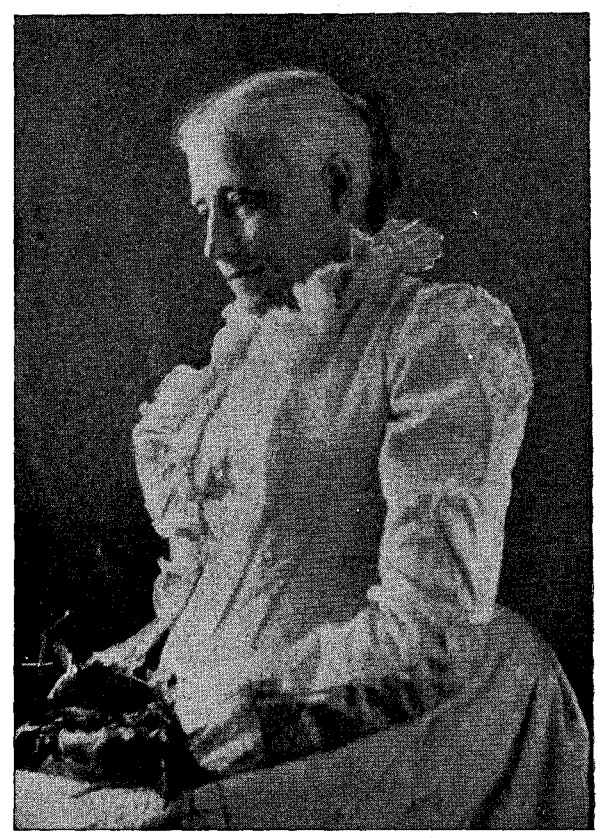
A PRUSSIAN Army officer is reported to have said of "The Gates Ajar" that he understood it "had made more Christians than all the preachers." This book, published in 1868, figured as a best seller of that day. Its author, Mrs. Elizabeth Stuart Phelps Ward, has just died. Her books, which were many and written mostly in the minor key, "have gone out of fashion at the present day." But they made their appeal in their own day, because, says a writer in the New York *Evening Post*, "the Civil War had taken its victims out of half the families in the land," and "had turned the thoughts of the nation toward the matters of the soul." Miss Phelps, daughter of an Andover theological professor, had herself lost a brother in the war, and her book aimed to express her ideas of a future life. "To this day it is quoted at funerals and in houses of bereavement." Twenty editions of it were published the first year. The writer speaks thus of the early period of her life:

"She was christened Mary Gray, for an intimate friend of her mother's; but on her mother's death the name Elizabeth was given to her instead. The change had a sort of unguessed pathetic significance. The little girl had never been exactly gleeful or merry. She had not quite the temperament keyed for joy, and her almost premature thoughtfulness prevented life even then from seeming like a sunlit holiday.

"There is a photograph taken of Miss Phelps at sixteen, which shows a tall, slender figure, a classically turned head with a mass of bright brown hair, a sensitive mouth, and an expression of mingled strength and sweetness. There is an air of timidity in the face, but nothing of uncertainty, and a mature impression wholly unusual at that age.

"Many, like Miss Phelps, devoted themselves at the close of the war to philanthropic work. For a few months after leaving school she threw all her energy into mission work in Abbott village, a little factory settlement a mile or two from her home; but the forces in her, for which this gave no scope, soon began to assert themselves, and in the spring of 1863 she sent a war story, called 'A Sacrifice Consumed,' to *Harper's Magazine*. The editor returned her a generous check for it, with the request that she should write for them again. She was a frequent contributor to that magazine afterward. . . . . .

"'The Gates Ajar' was at first doubtfully received by many. The graver part of the community were forced to read, but inclined to frown. Pianos and gingerbread seemed startling and trivial contrasted with seas of glass and cherubim and seraphim, hitherto made so prominent as features of the home of human beings set free from earthly hindrance. Others eagerly welcomed the new suggestions, for under the teaching that had prevailed, owing to a crude habit of Biblical interpretation, so dim, monotonous, and narrow had been the representations of heaven that to most ardent souls or active minds annihilation seemed hardly less dreary. In story form, and by suggestion, the book attempted to show that the heavenly life must provide



MRS. ELIZABETH STUART PHELPS WARD.

She pictured heaven as a place where pianos and gingerbread were not out of place among the cherubim and seraphim.

for the satisfaction of the whole nature, as well as for the technically religious side, the one department which seeks God directly in personal affection and worship. The book was practically a new gospel."

The writer of "Gates Ajar," who became Mrs. Herbert D. Ward in 1888, was one of the pioneers in the individualistic assertion of women. In 1877, when she delivered in Boston a course of lectures on "Representative Modern Fiction," it was "the first thing of the sort ever attempted by a woman in America." She never became one of the "new women," however, refusing to follow those fearless leaders. So many of her books have dealt with the "Gates" that a list of her principal fiction seems strewn with them. Thus:

"Mrs. Ward's early works were: 'The Gypsy Series' (4 vols.); 'The Gates Ajar,' 1868; 'Men, Women, and Ghosts,' 1869; 'The Trotty Book,' 1869; 'Hedged In,' 1870; 'The Silent Partner,' 1871; 'What to Wear,' 1873; 'Trotty's Wedding-Tour and Story Book,' 1873; 'Poetic Studies,' 1875; 'The Story of Avis,' 1877; 'Sealed Orders,' 1879; 'Friends,' 1881; 'Doctor Zay,' 1882; 'Beyond the Gates,' 1883; 'Songs of the Silent World,' 1884; 'Old Maids and Burglars in Paradise,' 1885; 'The Madonna of the Tubs,' 1886; 'The Gates Between,'

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1887; 'Jack the Fisherman,' 1887; and 'The Struggle for Immortality,' 1889.

"After her marriage she collaborated with her husband on 'A Lost Hero,' 1889; 'Come Forth,' 1890; and 'The Master of the Magicians,' 1890.

"Other works by her alone are 'Fourteen to One,' 1891; 'Donald Marcy,' 1893; 'A Singular Life,' 1894; 'The Supply at St. Agatha's,' 1896; 'Chapters from a Life,' 1896; 'The Story of Jesus Christ,' 1897; 'Within the Gates,' 1901; 'Successors to Mary the First,' 1901; 'Avery,' 1902; 'Trixy,' 1904; 'The Man in the Case,' 1906; 'Walled In,' 1907; 'Tho Life Us Do Part,' 1908; 'Jonathan and David,' 1909, and 'The Oath of Allegiance,' 1909."

MORMONISM DEFENDED AND ATTACKED

MORMONISM has been the object of so many attacks in recent years that an answer was recently published by the first presidency signed by Joseph F. Smith, Anthon H. Lund, and John Henry Smith. Their document, issued about Christmas, and published in *The Deseret News*, proclaims the adherence of the Latter-Day Saints to the principles of obedience to "governments and their appointed authorities." As presidents they disclaim any desire to use the power of the priesthood to coerce the political views or allegiance of any member of the Church; neither do they "favor the establishment of monopolies; but believe in the freedom of capital within lawful limits." About 2,000 missionaries, we are told, are kept in the field, traveling at their own expense, and seeking converts to the Mormon faith. There is a denial of the report that the president of the Church either collects or receives the tithings of the people or uses them for his personal benefit or that of his family or associates. "Strict accounting" is made of every dollar received and the numerous enterprises of the Church to which it is devoted. To misrepresentation they oppose neither "retaliation or counter crimination." The attitude of this Church toward other religions is thus stated:

"We recognize the good to be found in all Christian denominations, also in many heathen forms of worship. Whatever of truth they contain and advocate, we admire and it harmonizes with the principles of our faith. The error we reject. We have truths revealed from heaven in the present age which we have to declare to all people, but we impose them upon none. We admire the self-sacrifice exhibited by good men and women of all creeds in their endeavors to benefit humanity, including the care of the indigent and afflicted, the institutions erected as asylums and refuges for the destitute, and believe that the benevolence and charity thus exhibited will be accepted of the Lord and receive their full reward.

"Our message is one of love and mercy and light; not to deprive any sect or party or persons of the good they have, but to increase it and bring them nearer to God. Our religion is not hostile to real science. That which is demonstrated, we accept with joy; but vain philosophy, human theory, and mere speculations of men, we do not accept nor do we adopt anything contrary to divine revelation or to good common sense. But everything that tends to right conduct, that harmonizes with sound morality and increases faith in Deity, finds favor with us, no matter where it may be found."

Recently fifteen Mormon elders stopt in New York en route to Europe on missionary errands, and to the New York *Sun* one of these asserted that "since the manifesto of 1890 polygamy has ceased to be a question with us." He declared that "none of us here practises it any more than you do and we have no earthly intention of preaching it." Mr. Burton J. Hendrick, of *McClure's* staff, gives in the February number of that magazine a detailed account of his researches into that veiled question. In the last ten years, he asserts, the Mormon Church has several times modified its attitude on this question. The policy at first was to deny the existence of the relation. Six years ago, however, Joseph F. Smith, in an "address to the world," acknowledged that "there were a few 'sporadic cases,' but he declared that the number was utterly insignificant." Mr. Hendrick proceeds:

"His word 'sporadic' had acquired a meaning of its own in Utah, as it is the term now regularly used to designate each newly discovered pluralist. The number of polygamists in Utah, said the Mormon apologists, would about correspond to the number of bigamists in any community. But, as the number of these 'sporadics' reached into the hundreds, and included many of the higher dignitaries in the Church, these excuses no longer sufficed. The Church officials now admit that polygamous marriages have taken place, but they deny that such marriages have ecclesiastical sanction."

This writer thinks it "safe to assume" that "the facts are definitely known concerning at least 224 cases of polygamous marriages since the manifesto" in 1890. The census has been made in this manner:

"About two years ago the Salt Lake *Tribune*—a newspaper which, for twenty-five years, under the editorship of Judge C. C. Goodwin and William Nelson, has rendered signal service to the cause of Anglo-Saxon civilization in Utah—began industriously to collect and publish the names of new polygamists. It has done this as part of a non-partizan movement, organized in 1904 by the most influential non-Mormons of Salt Lake City, to take the control of municipal affairs out of the hands of the Mormon hierarchy. *The Tribune* became the journalistic leader in this campaign—which, by the way, succeeded. In the course of this political warfare the Mormon Church was accused of encouraging polygamy, and *The Tribune's* management felt called upon to substantiate this charge. Up to date, it has published detailed records of 224 polygamous marriages. The Mormon Church has made no attempt to deny the substantial accuracy of *The Tribune's* list. The Mormon Church organ, *The Deseret News*, has remained silent in face of this accumulating evidence. The men and women whose names *The Tribune* has boldly printed, tho publicly and repeatedly accused by a responsible journal of committing criminal acts, have not attempted to secure legal redress—in only one or two cases have even taken the trouble to make denials.

"The writer of this article, when in Salt Lake City, discust *The Tribune's* list with several of the leading Mormon ecclesiasts. In all cases they bitterly denounced *The Tribune* for its attacks upon the Mormon Church, and attributed its activities to the revengeful spirit of its owners. Not one of the dignitaries interviewed, however, questioned the substantial correctness of its list of polygamists. Indeed, on all hands, by Gentiles and Mormons, the opinion was freely exprest that, whatever the motives that prompted the publication of these names, there could be no doubt that the names themselves represented real offenders."

Plural marriages have always been performed with the greatest secrecy, we are assured, and only those that are most open and notorious ever come to public notice. If so many can be reasonably proved the writer thinks it safe to assert that at least "ten plural marriages have taken place for every one that has become known." Upon this assumption, "we should have anywhere from 1,500 to 2,000 such marriages since 1890." In Salt Lake City, it is said, few Gentiles believe in the present declaration against the practise of polygamy. We read:

"The Mormon Church, they say, never changes, and history is simply repeating itself. If President Smith wished to end polygamy, they declare, he could very easily do so. His first logical move would be to cease living in polygamous relations himself, to stop 'defying the laws of God and man,' as he has publicly testified that he is doing. Again, if the Church really disapproves of new polygamists, why does it not summarily punish them? No religious organization has such perfect machinery for keeping in immediate contact with its followers. Is it not, then, folly to pretend that the Church does not officially know that these marriages are going on? . . . . . .

"The Mormon policy is secretly to promote and encourage polygamy, and outwardly to repudiate it. The critic most friendly to the Mormons must admit that, outwardly, many circumstances lend color to this view. The one preeminent fact is that the Mormon Church is a great secret society. Non-Mormons are never permitted to enter its temples; the rites and instruction that take place in them are never officially made public; all members of the church are oath-bound, under the most frightful penalties, not to reveal these mysteries."

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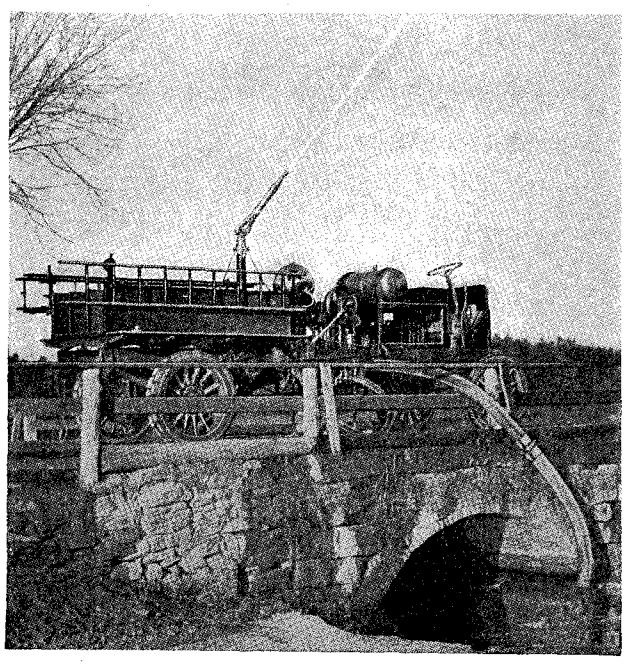
MOTOR-TRIPS AND MOTOR-CARS

THE DAY OF THE COMMERCIAL CAR

THE exhibition week devoted in January to commercial cars at Madison Square Garden, New York, has led to much new comment as to the great field which exists for this class of vehicles. Never before had an exhibition devoted exclusively to commercial cars been held. In so far as the commercial car had formerly been represented at exhibitions it had a place by itself, sometimes in a basement. This year, however, at the end of the first week, the Garden was cleared of pleasure cars and the places they had occupied were taken during the following week by the big trucks, light delivery and express wagons. A writer in *Motor Age* comments as follows:

"The commercial truck has been making phenomenal progress in many cities during the last five years, but the progress has not been so great as in many parts of Europe. In some American cities its progress has been retarded by the poor condition of the streets. Where streets are poor the upkeep on tires is abnormal and the wear and tear on the machines very great. There are, however, being organized in many cities special commercial-vehicle organizations whose duty it is to look after the interests of these vehicles, and it is expected that a systematic course in street improvement will be started. In some cities the plan is being discust of setting apart certain streets for motor use exclusively. This will prove a boon to the industry and to the question of street congestion as well.

"There have been several factors which have worked against the advance of the motor vehicle in America. One, and the most important one, is the too high speed that many of the makers state their cars will operate at. Many salesmen of commercial cars think their car must be able to travel at twenty-five miles an hour or the prospect will not buy it. It is a certainty in many such cases that the prospect knows more than the salesman. That commercial vehicle that can average twenty-five miles per hour and last is not built, and those cars that travel at such speeds are in the end going to be the poorest advertisement to the industry. Speed has been one of the worst enemies of the business car in the past. The cars of all classes have been running too fast and have been racking themselves to pieces. It is not so much speed as reliability that is needed.



A FIRE DEPARTMENT ON FOUR WHEELS.

A triple combination pump, hose wagon, and chemical engine made in Springfield, Mass. Details: Wheel base 170″; tread 70¾″; wheels 4″x5″ front, 40″xdual 4″ rear, sectional solid rubber tires; frame 6 in. channel hot-riveted and trussed; springs semi-elliptic, front 2½″x48″, rear 3″x58″; axles 2½″ steel forgings; wheel bearings Timken roller; foot brakes 12″x3″ bands on jack-shaft drums; hand brakes 16″x3¼″, expanding shoes in rear wheel drums; driven by universally jointed propeller shaft, jack shaft, and double side chains.

"A commercial car is a business wagon and not a parade vehicle. Its life depends upon its use, and its popularity with its owner depends on its reliability and cost of operation. Primarily it must be reliable. The business man can not afford to have a truck that will hold him up thirty minutes or one hour each day because of some breakdown; the business man's affairs have to go on schedule. If it is express that has to be transported it must reach a certain train or the value is lost; if it is freight it has to be at the depot at a certain hour and not two hours later; if it is a delivery to a buyer, the goods may be refused and the sale lost if not delivered at a certain hour. So it is in every department of life in which the commercial vehicle can play its part—it is reliability rather than speed that is wanted. The commercial vehicle is quicker than the horse vehicle and the business man wants it for that reason; but if it has speed and not reliability then he does not want it and will not continue to use it.

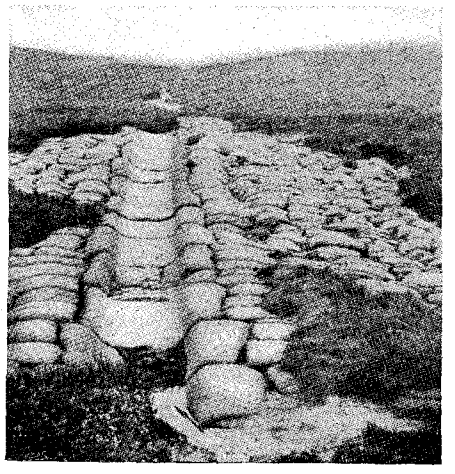
"The greatest problem to-day with the commercial car is the driver. It is necessary to use a skilled driver, one who is familiar with the mechanism of the machine, one who knows its ability, and one who knows how to use it. Such a driver will call for more salary than the average horse driver and he should get it. But the trouble often arises that such a driver refuses to do all of the work expected of him. He wants to be a chauffeur and yet drive a commercial car. This can not be. The driver of the commercial car also must be a workman to load and unload as is the custom to-day. But of greatest importance, this driver must be a dependable quantity.

He must not have the race idea, that fondness to show the other fellow how fast he can go; that fondness for wasting time and then using the speed of the truck to make up for all losses.

Moreover the truck driver must have brains. If anything happens along the street he must know whether it is the motor or rear axle that is giving the trouble. He also must be able to make a slight repair if occasion should arise on the road; otherwise before he reaches the garage at night the damage may be twice or three times as great.

"In order to make drivers more careful of their machines some owners insist that all repairs must be made by the driver. This has a salutary effect. If a driver knows that whatever goes wrong he must fix himself he is going to watch his machine very closely so that any growing defects will be nipped in the bud when it does not call for much time or expense to do it. In contrast to this

HENRY FORD,
Who has just secured a reversal of Judge Hough's decision upholding the Selden patent.



REMAINS OF A ROMAN ROAD
over Blackstone Edge in Lancashire.

GEORGE B. SELDEN
of Selden Patent Fame.

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system is that in which every car is run into a garage at night and a special force of men required to go over the cars."

THE LATEST SELDEN PATENT DECISION

Early in January was handed down a decision by Judge Noyes of the Second Circuit United States Court of Appeals, that the Selden Patent has not been infringed upon by Henry Ford and others. It is under this patent that all of the eighty-nine members of the Association of Licensed Automobile Manufacturers have for several years been building their cars. As explained in *Motor Age*, the decision means that the patent "is a valid and true patent, but that Ford and others are not infringers of it." The same paper describes this decision as presenting "an entirely unexpected phase of the situation." The point made by the court is that the Selden engine was of what is known as "the Brayton two-cycle type," whereas most motor-cars built to-day use motors that follow "the Otto type."

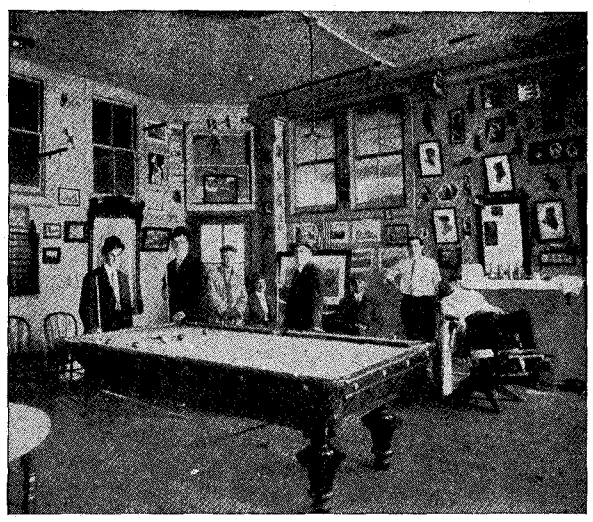
It was in September, 1909, that Judge Hough of the Circuit Court sustained the Selden patent and held that Mr. Ford, and others not in the licensed field, had infringed it. Mr. Ford appealed the case, depositing bonds to the amount of $350,000, these bonds having been now returned to him with Judge Noyes' decision. It is understood that the case will go to the Supreme Court for final decision. A statement as to the present status and effects of the decisions, issued by the Association of Licensed Automobile Manufacturers, contains the following:

"At a meeting of the association it was unanimously voted that, as the Selden Patent reversal only involved a part of the work of the trade body, and as it is only one of a number of patents controlled by the Association, the organization should continue with its various lines of work, including automobile shows, freight matters, metallurgical work, advancement of mechanical ideas, standardization and similar objects that are of benefit to the whole industry.

"The Selden Patent, which the Court of Appeals last Monday declared valid, but which, the opinion stated, did not cover the modern gasoline automobile, has only about a year to run before its expiration and has served a very useful purpose during the past years in strengthening the trade, bringing about improvements in proper materials or cars, advancing the experimenting and testing of designs and making largely for the completion of the comparatively perfect cars such as are now displayed at the Madison Square Garden Show.

"While in the aggregate, the royalties on the Selden Patent amounted to a considerable sum, they were comparatively small on each car, members paying last year from $2 to $14, according to the price of the car. Considering the fact that only in a few instances was more than $14 paid on the high-priced cars, it can be readily understood how little effect the reversal of the patent is going to have on general trade conditions. Members of the Association paid a net royalty of eight-tenths of one per cent., but with the refunds in many cases, it made the royalty as low as $2 on the low-priced machine and in very few instances more than $14 on the very big cars. Any idea that there can be any change in prices because manufacturers are no longer required to pay royalties is therefore eliminated.

"As Henry Ford of the Ford Motor Company, was the contender in the Selden Patent case, and scored a victory, when the favorable decision of the lower court was reversed, the meeting unanimously voted and extended to Henry Ford and James Couzens a cordial invitation to attend the annual banquet of the A.L.A.M., held at the Hotel Astor, and appointed a committee to personally present the invitation."



From "The Garage."

CHAUFFEURS' ROOM IN AN UPTOWN NEW YORK GARAGE.

On Mr. Ford's success and the probable effects of the decision, the writer in *Motor Age* comments as follows:

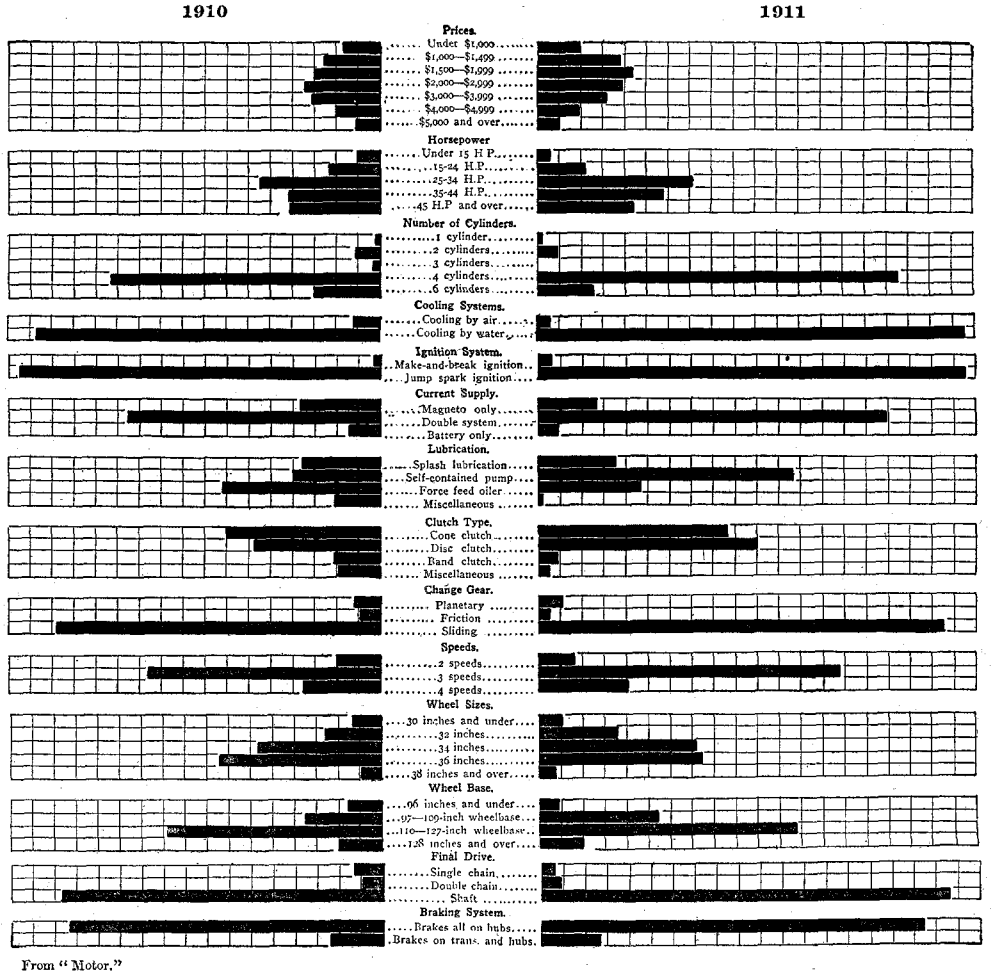
"To Henry Ford belongs the premier honors of winning the case. Ford has at all times proved himself a foeman of the highest class and not for one moment did he waver in his fight, but when he deposited the $350,000 bonds to have the case taken to the court of appeals he announced his willingness to spend upward of $12,000,000 in fighting the case, as securing protection for owners of his cars.

"Now everybody gives him the highest honors, members of the licensed or Selden forces were the first to send him telegrams of congratulation, and to-day the name of Ford is on the lips of everybody familiar with the motor industry and his fighting qualities are being admitted more than ever.

"Now that the case is decided, many are wondering what will become of the Association of Licensed Automobile Manufacturers and what will be the general effect on the industry. The patent has but a year and some months to run — it would have expired November 5, 1912. It is a certainty that an organization knowing its main patent soon would expire would have some other means of holding its members together. The facts are that the decision, so far as can be learned, will not have the slightest effect on the association. Members of the industry require an association for the purpose of conducting the show and other businesses of mutual benefit and the field of possibility along this line is a great one.

"It may be the association will bring to the fore now its patents-holding company which was organized back in 1903, at which time it is reported it held as many as 525

(*Continued on page 272*)



From "Motor."

TENDENCIES IN MOTOR-CAR DESIGN AS SEEN AT THE NEW YORK SHOWS OF 1910 AND 1911.

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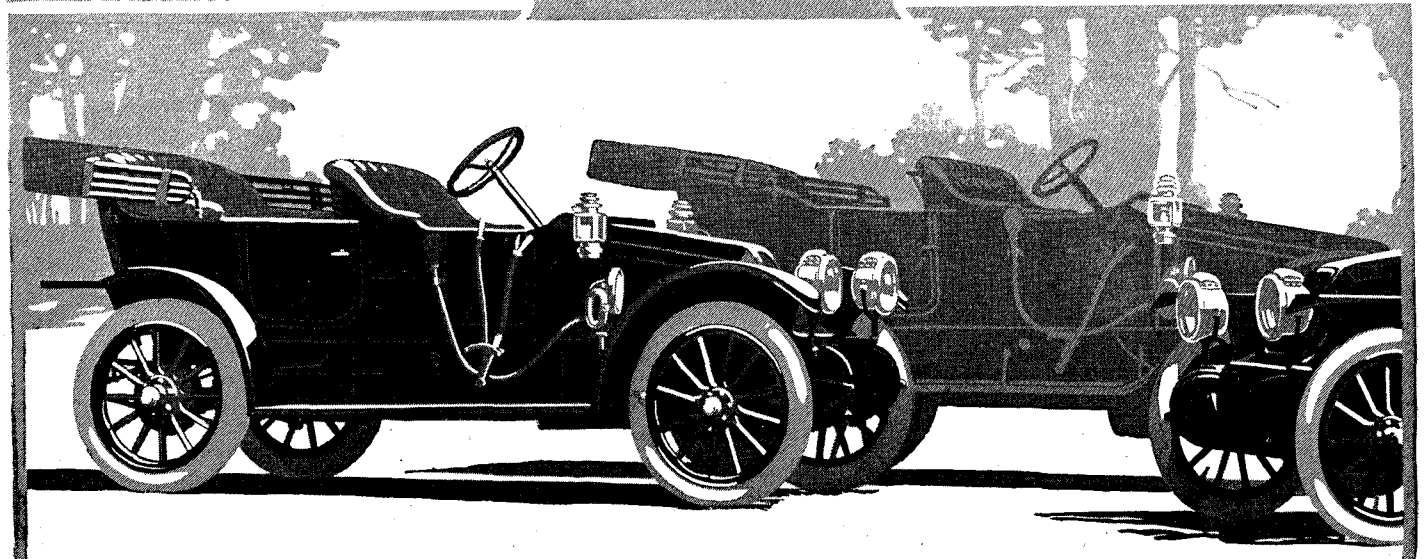
Franklin



The new sloping hood, blending perfectly with the body lines, makes the Franklin above all others "The Car Beautiful".

The riding ease of the Franklin comes from full-elliptic springs and a chassis frame of laminated wood which take up and absorb road shocks.

The wonderful success of the Franklin air-cooled motor despite world-wide competition leads many people to predict that all automobile manufacturers will adopt air cooling.

Cooling efficiency in the Franklin does not vary in the hottest or coldest climate. In tropical countries, on the hot plains and in mountain climbing, where water-cooled cars overheat, Franklin cars cool perfectly.

Four hundred and eighty-five miles in 16 hours, 16½ minutes in the Los Angeles-Phoenix desert race; 134.6 miles at a speed of 61.8 miles per hour in the Santa Monica road race; 68 miles in 60 minutes in the Los Angeles Motordrome hour race, are records made by a 1911 thirty-eight-horse-power Franklin in November.

Besides saving in weight and complication Franklin air cooling removes all cause for worry, as there is not anything about the cooling to get out of order, freeze, overheat or break down.

A Franklin saves two thirds of the usual tire expense and at the same time goes faster and farther in a day than other cars.

The secret of Franklin tire service is large tires on a light-weight, easy-riding automobile.

The tires last from two to four times longer than those on other cars.

You can buy a Franklin of the size and power best suited to your requirements. There are two six-cylinder cars, Model H, 48 H. P., seven-passenger, and the "little six" (Model D) five-passenger car. Either can be had with four-passenger torpedo-phaeton bodies.

Model M and Model G are four-cylinder touring cars, 25 and 18 H. P. respectively. The most interesting, high character runabout ever put on any market is the new G.

Limousines and landaulets are made in both four- and six-cylinder models.

Our special light speed car is unquestionably the king of the road.

The universal favor accorded Franklin design is a tribute to be highly prized.

FRANKLIN AUTOMOBILE COMPANY Syracuse N Y

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"Wellingtons" have been used 7 years without costing one cent for repairs. Machine has 28 keys, 84 characters, weighs 17 lbs., stands 5 inches high.

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CURRENT POETRY

THE poems presented in "Flower o' the Grass" (Harper and Brothers), by Ada Foster Murray, are so chaste, fragile, and finely "glazed," that they might be called "lyrics in blue china." The choice of themes is rather narrow. Love is rarely mentioned, and only in an elegiac strain; and where they appear, the delicate allusions to it are untouched by Sapphic flame and passion, for the mood of this author is the quiet autumnal mood, where life has passed from its storm and stress into "the rich Indian summer of the heart."

The best poems—the poems we would treasure—are the pictures of nature, never in her wild, cruel aspects, but nature chastened and refined by the dainty pen of an artist and an aristocrat.

But we do not care to leave this volume with anything that might be interpreted as cool praise. It merits more. The stanzas, for instance, are studded with fine lines, and we are tempted, as we turn the pages, to single out such phrases as these:

"Troops of small butterflies are out,
Fluttering thin-winged Psyche things."

"Upon the thistle's purpling sphere
A frowsy, fumbling bee."

"When apple-boughs are dim with bloom."

"Sharp with the clean, fine ecstasy of death."

"Queen Anne's shrunk laces to their thin stems cling,
Pale yellow butterflies about them stray."

We have chosen three typical selections from the book. The painstaking artizanship that has rounded every line reaches its climax in "Her Dwelling-Place." This poem is faultless. It is as graceful as the sinuous, dancing figures around a Grecian urn.

Her Dwelling-Place

By Ada Foster Murray

Amid the fairest things that grow
My lady hath her dwelling-place;
Where runnels flow, and frail buds blow
As shy and pallid as her face.

The wild, bright creatures of the wood
About her fearless flit and spring;
To light her dusky solitude
Comes April's earliest offering.

The calm Night from her urn of rest
Pours downward an unbroken stream;
All day upon her mother's breast
My lady lieth in a dream.

Love could not chill her low, soft bed
With any sad memorial stone;
He put a red rose at her head—
A flame as fragrant as his own.

Sacrifice

By Ada Foster Murray

When apple-boughs are dim with bloom
And lilacs blossom by the door,
How sweetly poignant the perfume
From springs that are no more!

Strange how that faint, familiar scent
Of early lilacs after rain
By subtle alchemy is blent
With childhood's tenderest joy and pain.

Back through the long mists of the way
Are weary mothers seen through tears!
They broke their lives from day to day
To pour this fragrance down the years.

For Nervous Disorders Take Horsford's Acid Phosphate
Especially recommended for the relief of nervous headache, exhaustion and insomnia.

Autumn

By Ada Foster Murray

The dandelions that made glad the spring,
Return to brighten autumn's dimmer way;
Queen Anne's shrunk laces to their thin stems cling,
Pale yellow butterflies about them stray.

Above the spent flame of the goldenrod
The smoldering embers of the sumac burn,
And flakes of fire upon the ashen sod
Mark where the leaves to native dust return.

A tremulous light the smoky ether fills,
As from a censer silver wreaths arise;
Above the altar of the turquoise hills
Ascend strange shapes in mists of sacrifice.

Pile high the pyre, the flaming faggots bring,
To one vast urn the shining dust consign!
The gentle wraiths of summer-time and spring
Shall hover near, invoking powers benign.

While ancient spirits hidden in the tree,
Waiting the touch that breaks the silent spell,
Guard even now the tender mystery
Of leaf and bloom, spring's folded miracle.

In handling the carefully insulated verse of the magazines we accidentally touched this live wire in *The Fra* and received an appreciable shock. There are intimations of terrific force in "The Lady Poverty."

The Lady Poverty

By Jacob Fischer

I met her on the Umbrian Hills,
Her hair unbound, her feet unshod;
As one whom secret glory fills
She walked—alone with God.

I met her in the city street;
Oh, changèd was her aspect then!
With heavy eyes and weary feet
She walked alone—with men.

These gems of Richard Le Gallienne's are the despair of mediocrity. Here is one from *Harper's*.

Interval

By Richard Le Gallienne

I wonder what the spring is like,
If I shall see again,
The glitter on the hawthorn
Of the bright April rain.

I wonder what the sun is like—
I saw it long ago,
And once I saw the moon, and saw
The angel of the snow.

I saw the stars, like ants of gold,
So many and so small,
Oh, life all made of loveliness,
Must I forget it all!

The following exquisite bit of fooling was quoted by Edwin Markham in his review of Madison Cawein's latest verse-triumph called "The Shadow Garden" (G. P. Putnam's Sons). This scene of the little garden-drama represents the routing-out of a drowsy bumble-bee by elves.

"Here's a bumblebee!
Gone dead asleep deep in this hollyhock!
There's comfort for you! Hear him how he snores.
Ho, there! What inn is this? What drink do y' sell?
A boozing-den, forsooth, for lazy bees!
A right fair house, but needs good cleaning out.
Hey, ho, thou tippler, drunk with honeydew.
Out, out, thou burly braggart! Art thee host?
We'll ruin thy business! Look! he never moves.
Here, Batwing, tease him with a whip of web:
Imp-ride him now as nightmares ride digestion . . .
Well done! He doth protest? Out, out with him!
With all the goblin gold that weighs his thighs
The sack of honey in his shaggy paunch.
This is no wayside tavern for fat bees."

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does not come from "common clay." It is made from clean scraps of new cloth, not from ragpickers' rags. It gives character to your business correspondence and makes an impression that survives.

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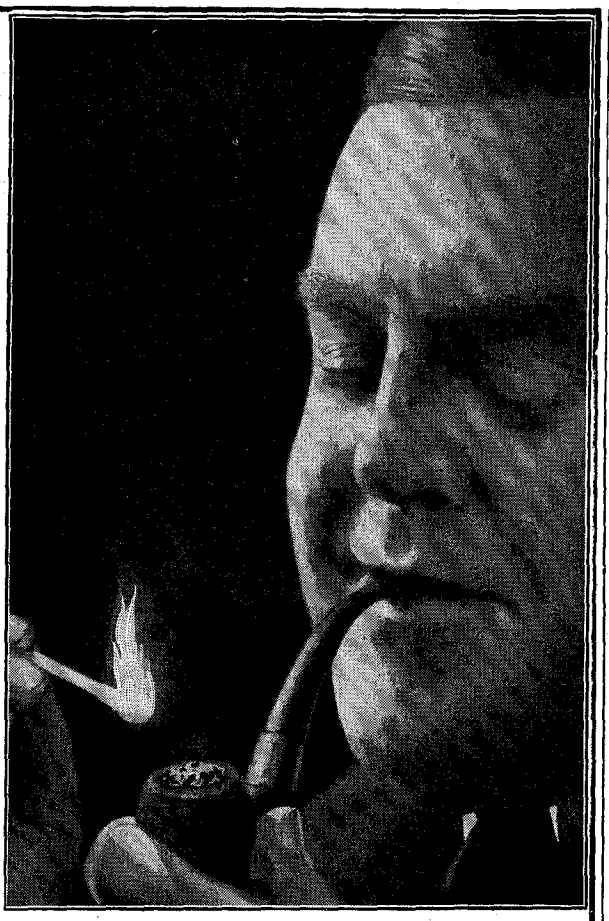
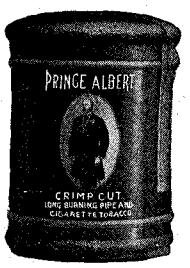
Pipe dreams come true

Here's the tobacco you've dreamed about son, while your poor old tongue was beggin' off and your jimmy pipe gatherin' dust on the shelf.

Here's the tobacco that can't bite your tongue.



PRINCE ALBERT



Happy wakin'. All the joy of a grand good smoke and nothing else. No sir, not a nip. Smoke the clock around with P.A., *it won't, it CAN'T* bite your tongue.

Prince Albert is the one and only. It's produced by a patented process controlled exclusively by us. There's no "near 'uns"—nothing trotting in the same class—so keep shy of the "justasgoods."

Skake out a dime now for the tidy red tin and find how straight the word is. All live smoke shops sell P. A.

And say—Look at this handsome half-pound tin with the humidor top. Big enough to get your hand and pipe in. Mighty handy for home or office desk. Costs nothing extra. Ask your dealer.

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PERSONAL GLIMPSES

WHEN HARLAN FIRED ON LURTON

IF Justice Harlan had not been a poor shot one morning many years ago, Horace Harmon Lurton would not now be his friend and associate on the bench of the Supreme Court. As Mr. James B. Morrow tells the story in the New York *Tribune*, the weapon used by young Harlan was nothing less than a cannon, and at the first shot young Lurton made for a place of safety at full speed. Both were Kentuckians, Harlan a colonel in the Union army and Lurton a Confederate trooper. As Mr. Morrow tells it:

A cannon was on a bluff, half a mile away from the banks of the Cumberland. It was trained upon a wagon in the middle of the river.

John Marshall Harlan, now associate justice of the United States Supreme Court, then colonel of the 10th Kentucky Infantry, was in command of the gun. He was a long-legged, blue-eyed, big-nosed, and distinguished-looking man even then.

In the water, on horseback, just behind the wagon, rode Horace Harmon Lurton, private in the 3d Kentucky Cavalry, now also an associate justice of the United States Supreme Court. His eyes were gray and his chin was almost as wide as his head.

The 10th Infantry was Federal. The 3d Calvary was Confederate. Colonel Harlan was trying to hit Trooper Lurton with a cannon ball. The shells splashed so near that the drivers cut the tugs and fled with their mules, leaving the wagon in the water. Private Lurton, rear guardsman, followed as quickly as he could.

So began, at long range, the peculiar acquaintance of two great Kentuckians. Forty-seven years after Harlan attempted to kill Lurton with a cannon ball they sat in black robes, also in friendship and forgetfulness, on the bench of the nation's highest court.

In Frankfort, one Sunday morning, James Harlan and his son, John Marshall Harlan, were on their way to church. Fifty negro men and boys, chained in pairs at the wrists, came shuffling down the street. Sold away from their wives and mothers, they were bound for the river, where they were to be shipped to the cotton fields of the South. An armed slave-driver marched in front. James Harlan halted. When the slave driver came abreast, James Harlan walked into the street. He was a tall man, like his son, and could look very fierce. Sticking his index finger almost into the face of the slave-driver he roared: "You are a damned scoundrel! Good morning, sir."

Whereupon the Harlans went to church. Judge Harlan is a Presbyterian elder. "That was the only time," he said, when telling me of the incident, "I ever heard my father swear." The emphasis he gave to his father's remarks seemed to indicate that profanity, in his opinion, was excusable and even theological, under the circumstances.

Generically, therefore, John Marshall Harlan was a Union man. He raised the 10th Kentucky Infantry and became colonel of the regiment, altho he was a lawyer and not a soldier by profession. Shooting at Lurton, therefore, was a praiseworthy performance.

The elder Lurton was Lycurgus L., a physician. When the war broke out he

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put his family into a carriage and started South. He had lived at Newport, in Kentucky, on the Ohio River, not far from Cincinnati. There Horace Harmon, his son, was born. From Newport the Lurtons moved to Louisville, and thence to Clarksville, in Northern Tennessee.

"I wanted to enter the army, the Confederate army," Mr. Justice Lurton said to me, putting considerable stress on the word Confederate, "but my father stopt me temporarily by his vigorous opposition. He thought I was only a small boy, but I was seventeen years old and had begun going with the girls. When I received a hoopskirt or two, gentle hints from somebody that my duty was at the front, I felt that I should be disgraced forever if I didn't fight. While we were in a carriage on our way toward the Confederate lines, during the fall of 1861, we came upon a body of soldiers and so I jumped out. Efforts were made to get me back, but I remained where I was and joined the Fifth Tennessee Infantry as a private.

"Late in January, 1862, I was sent home sick. General Grant started to invest Fort Donelson on February 12. Fort Donelson was in the county west of Clarksville, where my parents lived. I thought that Generals Floyd, Pillow, and Buckner, who were in command of the Confederate forces, would whip Grant and end the war on the spot. There was to be a big battle, I felt sure, and my place was in the ranks with a musket. I was not entirely well, but I departed for Fort Donelson without saying much about it to my parents. Well, I fought in the snow and rain as a volunteer, unattached. Fort Donelson was surrendered on the 16th and I was taken prisoner. We lost 2,000 men in battle and about 14,000 of us were captured.

"With the rest, I was sent to Camp Chase, near Columbus, Ohio. A number of negro servants were permitted to accompany us. I exchanged clothing with one of them, giving him my gray uniform for a suit of dark cloth, and, pretending to be an outside workman, helped around the barracks which were being built on the grounds. At the first opportunity I walked out of the gate, and then to Columbus, where I boarded a train for Louisville. I found friends in Louisville, and was soon back in Clarksville again. In a short time I joined the 3d Kentucky Cavalry."

"And became one of John Morgan's raiders?" I said.

"I served with the 3d Cavalry," Judge Lurton replied, ignoring my question, "until again captured, which occurred at the battle of Buffington Island, after General Morgan had completed his demonstrations in Indiana and Ohio and was returning to his own country by marching day and night and changing horses at nearly every farm."

Then came the incident when the two men now on the Supreme bench first encountered each other.

Rosecrans, the Federal general, had strong garrisons at Gallatin, Castalian Springs, and Hartsville, in Tennessee. Morgan, then a colonel, attacked the garrison at Hartsville on the 7th.

"We forded the Cumberland River very early in the morning," Judge Lurton said to me, "going down, one man at a time, over a narrow bridle-path, and jumping our horses from the bank, four feet above the

Try This on the Boy Some Morning

Put a dish of each ready-cooked cereal before him and let him make his own choice.

Let him see with the rest Puffed Wheat and Puffed Rice—these gigantic, crisp, porous grains. He'll be curious to try them and, when he does, he'll find that they taste like nuts.

That will settle his choice. Then the armies of children who love Puffed Wheat and Puffed Rice will have a new recruit.

Perhaps he will want them morning, noon and night—sometimes with cream and sugar, sometimes mixed with bananas, sometimes—like crackers—in a bowl of milk.

The more he wants the better. For these are whole-grain foods made wholly digestible—the only such foods in existence.

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We made a similar test for many months, by conducting a lunch counter in the heart of New York.

We wanted to learn—as you do—what cereals folks like best. For we make cereal foods in 16 forms, but we advertise only what people seem to prefer.

So we served all sorts of ready-cooked cereals, all at an equal price. And four people in five chose Puffed Wheat and Puffed Rice, just as your boy will do.

Since then we have helped a million homes to enjoy them, just as you will in yours.

Puffed Wheat, 10c
Puffed Rice, 15c

Except in extreme West

These are the foods shot from guns—the foods with every starch granule exploded by Prof. Anderson's process.

The grains are put in sealed guns, then the guns are revolved in a heat of 550 degrees. The moisture in the grain is turned to steam, and that steam explodes when the guns are unsealed. The result is to blast the food granules to pieces so the digestive juices act instantly. The grains are puffed to eight times natural size. But the coats of the grains are unbroken.

The result is unique, enticing, digestible—the most desired and most desirable of all the ready-cooked cereals.

Why Grocers Run Out

When grocers run out of Puffed Wheat and Puffed Rice it isn't our fault now. It used to be. Many a time we have been far behind orders. For the demand has jumped until people are eating 15,000,000 dishes per month.

But three of our factories are now equipped with these guns. Your grocer now has no excuse for running out of these popular foods. Please insist that he keep you supplied.

Made only by The Quaker Oats Company

(89)

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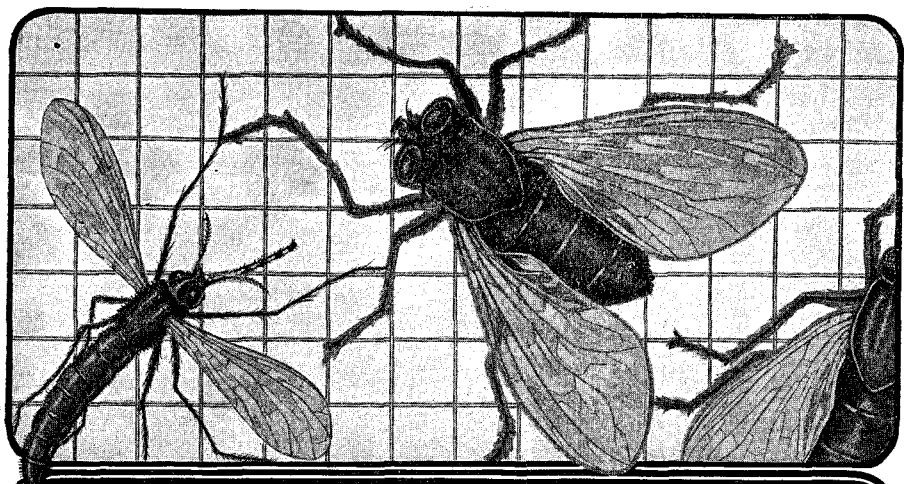

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For this wonderful screen cloth never rusts — never develops cracks where disease carrying flies and mosquitoes might enter.

It makes your house fly-proof, not for one year or ten, but for a lifetime.

Even salt air cannot affect Pompeiian Bronze Wire Cloth — nor the damp, corroding air of the tropics.

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It is 90 per cent pure copper, and copper is practically indestructible.

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The first cost of Pompeiian Bronze Wire Cloth is a little more, but this additional outlay makes your screen investment permanent, makes your home forever proof against the fly pest.

To purchase it is an economy.

CLINTON WIRE CLOTH CO., Est. 1856

House Distinction

Equipping doors, windows and porches with this bronze wire cloth adds elegance to your home.

For with age this metal turns to a handsome Pompeiian Art-shade. This is the only effect Time has upon it — to beautify it.

You don't have to paint Pompeiian. Its meshes are always open to admit all air and sunlight — never choked with paint.

At a distance of only 20 feet the mesh itself becomes invisible.

Look for the Red String

Tell your architect to specify Pompeiian Bronze or Golden Bronze. But get the real Pompeiian or Golden Bronze. Beware of copper-coated imitations. Look for the single, removable red string that runs along the selvage, placed there to distinguish it from inferior screen cloth.

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I also make a lamp-chimney for every style and size burner. I make them of "Pearl Glass." My name is on every one. They won't break from heat.

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water. The weather was bitter cold, snow was on the ground, and our clothing froze on our bodies when we reached the other side. The Federals had about two thousand men—Ohio and Illinois infantry, Illinois and Kentucky cavalry, and a section of the 13th Indiana Battery. We had 1,200 cavalry, infantry, and artillery. The Federals surrendered in a little more than an hour. We lost 125 men. The Federals lost 262 men, and 1,834 of them were made prisoners.

"As soon as the battle was over we hastily recrossed the river, each cavalryman carrying an infantryman behind him. I was left with the rear guard to pick up Federal muskets and other portable property, all of which we loaded into wagons. Mr. Justice Harlan is an early riser. He was up that morning soon after daylight, at his camp, near Castalian Springs, six miles distant from Hartsville. He heard the artillery fire, and immediately started with his regiment to the relief of the garrison at Hartsville, reaching a bluff back of the river just as the last wagon was going over. I was with the wagon. Colonel Harlan opened on us with a piece of artillery. The shells dropt so near the wagon that the drivers, becoming frightened, cut the mules loose and got to shore as quickly as possible. I went with them, of course. And that was my introduction to Mr. Justice Harlan. Morgan was made a brigadier general for the battle he won at Hartsville."

Near Cincinnati Private Lurton almost met another youth who was destined to gain wide fame as a Democrat and public man. The home guard turned out to defend their liberty and their native land. Judson Harmon, now Governor of Ohio, and a candidate for the Presidency of the United States, rode forth on horseback to hurl Morgan back and to slaughter his marauders as they ran.

"Morgan had taken all the good horses," Governor Harmon told me when I interviewed him several years ago, "and consequently we had no snorting steeds, only crow-baits, on which to follow him and his men. Fortunately for us, he marched around Cincinnati and escaped to the east."

"Harmon has worked the story up," Judge Lurton remarked, "until he now declares that he remembers seeing me climb a hill. That was Harmon's second campaign. When General Kirby Smith was reported to be on his way toward Cincinnati, the home guards rushed to the front, and Harmon, slipping away from his mother and disobeying his father, who was a Baptist preacher, went into camp under a circus tent, armed with a double-barreled shotgun and an old

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sword that had been hand-forged by a village blacksmith."

At Buffington Island, not far from Cincinnati, most of Morgan's men were captured by the Federals. Morgan was caught a few days later and locked up in the Ohio penitentiary. Trooper Lurton was sent to Johnson's Island, in Lake Erie, "the best prison," he said, "in the North. I was taken ill with pneumonia and was given up to die by the surgeons. My mother came from Tennessee, and I returned home with her. I didn't die, as you see, but quickly recovered, sleeping again in a bed, eating wholesome food, and having the services of my father, who was a physician."

"What influenced you to study law?" I asked.

"Oh, I thought I should like to be a lawyer. My father, however, wanted me to be a doctor. There was some discussion and I tried to read medicine. In a month or two my father said: 'You may stop. If you keep on you will be a disgrace to the medical profession. I desired you to be my successor, but I have changed my mind.' Consequently, I went to Cumberland University, at Lebanon, Tenn., and was graduated in law.

"I practised law steadily until 1874, when I was appointed chancellor of the Sixth District of Tennessee by Governor James D. Porter."

HARRIMAN'S CONQUERING WILL

OTHER men could win their way by diplomacy and compromise; E. H. Harriman could win only by sheer force and compulsion. He could no more be sweetly persuasive than a steam-roller can be a sofa-pillow, or a tornado a breath of spring. Mr. Otto H. Kahn, the banker, who was probably closer to Mr. Harriman than any other man in New York financial circles, and who has been credited, indeed, with being the actual discoverer of Harriman's genius in railroad finance, recently gave a sketch of his character in a talk before the Finance Forum of the Y. M. C. A., in New York City. He said of his dominating personality:

Not infrequently he would come to meetings at which ten or twelve men sat around the table with him—men, too, of no mean standing in the business community—a large majority of whom were opposed to the measures he would propose. Yet I know of hardly an instance of any importance where his views did not prevail finally, and, what is more, generally by unanimous vote."

If he did not succeed in what he had set himself to accomplish at the first attempt, or the second, or the third attempt, he would retreat for a while, but he never gave up; he moved on toward the attainment of his object, undismayed, resourceful, relentless as fate, with that supreme patience which, according to Disraeli, is "a necessary ingredient of genius."

I was asked sometimes, when things that had seemed utterly improbable of realization were finally accomplished by Mr. Harriman, to give a reason why the parties concerned had yielded to him. What was the inducement? What the motive of their action? Why had they done finally what

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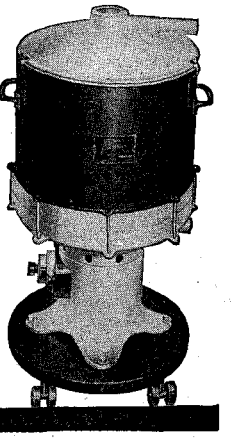

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they had declared they would not do, or what there was no plausible explanation for their doing? My answer was: "Simply because Mr. Harriman had set his will and mind to work to make them do it." He once said to me, early in our acquaintance: "All the opportunity I ask is to be one among fifteen men in a board room."

Yet he had neither eloquence nor what is ordinarily called tact or attractiveness. His were not the ways or the gifts of the "easy boss." Smooth diplomacy, the talent of leading men almost without their knowing that they are being led, skilful achievement by winning compromise were not his methods. His genius was the genius of a Bismarck, of a Roman Cæsar, his dominion was based on rugged strength, iron will, and tenacity, irresistible determination, indomitable courage, tireless toil, marvelous ability, foresight almost prophetic, and, last but not least, upon those qualities of character which command men's trust and confidence.

His rule was frankly the rule of the conqueror, who has made his place by the superiority of his powers and is ever prepared to hold it against all comers. He was constitutionally unable either to cajole or dissemble. He was stiffnecked to a fault. It would have saved him much opposition, many enemies, many misunderstandings, if he had possest the gift of suavity, of placing a veneer over his domineering traits, so as to make the fact of his rulership less overt, and thereby less irksome.

Sometimes, when even some of his associates would chafe under his undisguised autocracy, I ventured to plead with him that the results he sought could just as surely be accomplished by less combative, more gentle methods, while at the same time avoiding bad blood and ill-feeling. His answer was invariably: "You may be right that these things could be so accomplished, but not by me. I can work only in my own way. I can not make myself different, nor act in a way foreign to me. They will have to take me as I am, or drop me. This is not arrogance on my part. I simply can not achieve anything if I try to compromise with my nature and to follow the notions of others."

Here is "a characteristic instance" of the little man's ability to overcome the judgment of others and have his own way. It happened in the days when the Union Pacific was considered a rather doubtful proposition financially, and men were not willing to risk spending much money on it. Says Mr. Kahn:

Immediately after he had succeeded in having himself elected chairman of the executive committee, in 1898, and while the superior office of chairman of the board (later on occupied by him) was still held by another, he started on a tour of inspection of the property, going over every inch of the line, taking the measure of the officials in charge, interviewing shippers, establishing his authority with the surprized and somewhat reluctant personnel of the organization in the West, who had hardly heard his name before, and did not quite know what to make of, and how to act toward, the nervous, rapid-fire, little man who came blown in like a whirlwind, sweeping fresh currents of air into all sorts of dusty nooks and corners.

After a few weeks he telegraphed to the board in New York asking for authority to purchase immediately a large quantity of cars, locomotives, rails, etc., and to start

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various works of improvement, the total aggregating, as I remember, something like $25,000,000, which telegram was followed by a written communication setting forth the reasons for his requests, and the main details of the proposed expenditure. The reasons, in short, were that he clearly discovered signs of returning prosperity after the long period of depression, that he believed this prosperity would assume proportions corresponding to the depth and extent of the long-drawn-out and drastic reaction which preceded it, that labor and materials were then exceedingly cheap, but would begin to advance before very long, that the Union Pacific should put itself in shape to take care of the largely increased traffic which he foresaw, and to attract business to its lines by being better prepared for it, and thus afford shippers better facilities than its neighbors.

Remember that at that time the Union Pacific had but just emerged from receivership, that during the years of the receivership all of the surplus earnings had been spent on increasing its rolling-stock, improving its physical condition, etc., so that it was supposed to be amply supplied with facilities to handle its then existing volume of traffic, that $25,000,000 in those days was a vastly greater sum than nowadays, when the stupendous development of the country has made railroad expenditures of proportionate size familiar, and that it seemed a pretty hazardous thing to venture upon this huge outlay simply on a guess of coming unprecedented prosperity.

There was much doubt in the board as to whether Mr. Harriman's recommendation should be followed. I remember that the statement was made that if it were followed the Union Pacific would find itself in receiver's hands again before two years were over. The subject was laid over until Mr. Harriman's return to New York. He came home, and after long and strenuous argument he carried the day. The appropriation for the expenditures advocated by him was made, tho with considerable headshaking and misgiving, and it was this courageous outlay at a time when the dawn of the unexampled prosperity which was to come was barely discernible, and the intelligent and efficient application of the funds, that started the new Union Pacific on its amazingly successful career and placed it, with one bound, in the forefront among Western railroads. . . . . .

The better I got to know him, whom but very few knew and many misunderstood, the greater became my admiration for that remarkable man, the deeper my attachment. I am not blind to his shortcomings, but perfection is not of this world, and I believe it may be truly said of him, as it was said of another great man, that his faults were largely those of his generation, his virtues were his own.

I have said before that he came to hold a greater power in the railroad world than is likely ever to be held again by any one man. In this remark, I had reference not only to the very exceptional combination of qualities in him (I know of no parallel to this particular combination in our industrial-financial history), but even more to the fact that his death coincided with what appears to be the ending of an epoch in our economic development.

His career was the embodiment of unfettered individualism. For better or for worse—personally I believe for better, unless we go too far and too fast—the people appear de-

(*Continued on page* 281)

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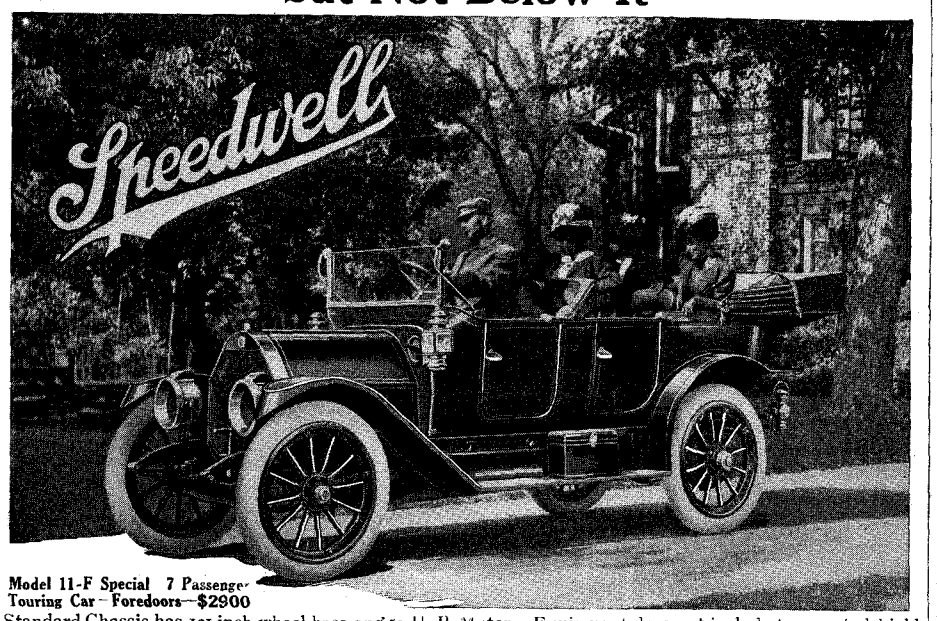

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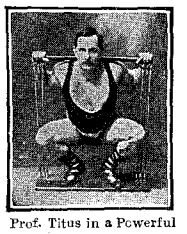
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MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page 262*)

motor-car patents. Since that time many other patents have passed into the control of this company and it would appear that these interests would be a big bond of union for the association.

"Regarding the general effect on the industry there can not be anything in the unexpected happen. Some outsiders have stated that now that makers have not to pay any royalties to the association it will be possible to cut prices, but the facts are that the royalties to members were so small as to not be of the slightest consequence."

THE TENDENCY IN MOTOR-CAR DESIGNS

A study of the types of cars exhibited at the New York shows in 1909, 1910, and 1911 has been made by a writer in *Motor*, who presents interesting statistical results. It appears that in 1909 four-cylinder cars comprized 64 per cent. of the total; in 1910, 72 per cent.; in 1911, 82 per cent. Six-cylinder cars in 1909 represented 18 per cent.; in 1910, 17 per cent.; in 1911, 12 per cent. The one-, two-, and three-cylinder cars in 1909 represented 18 per cent., in 1910, 11 per cent.; in 1911, 6 per cent. In the matter of price, the writer finds that in this year's two shows in New York practically 70 per cent. of all the models offered were priced for less than $3000. At the Garden Show were 22 models priced at between $1,000 and $1,500, and the same number priced at between $1,500 and $2,000. In horse-power the most popular figures prove to be those between 25 and 34. As to systems of driving, it appears that in 1909 the shaft system prevailed in 74 per cent., in 1910, in 86 per cent., in 1911, in 92 per cent. of the cars, the remaining small percentages being distributed between side chains and single chains. The diagram given elsewhere shows effectively these and other points in the statistics covered by *Motor*. The diagram relates wholly to American gasoline cars.

THE PRICE OF CARS

Discussion is still rife as to whether the prices of cars will, in the near future, be reduced. Citations are made of the history of the bicycle industry, in which prices for standard wheels declined, step by step, from $150 to $100, and even less for wheels a year old. *The Cycle and Automobile Trade Journal* has interviewed manufacturers on this subject, with the result that "a remarkable unanimity of opinion" was found unfavorable to any decline at all significant. Admissions were made as to the possibility of "a combination of circumstances which would cause a reduction," but it was the general belief that prices of high-grade machines "have just about reached a standard from which there will be but slight deviation."

Against reductions it is contended that manufacturers to-day are giving "much better car value and much more equipment than was customary three years ago," which fact is put forth as "equivalent to a reduction of price." Probably the current notion with the public that prices will eventually come down has been promoted by the fact that a large number of new cars at medium and low prices have been put on the market. A fact which makers have to reckon with is the gradual increase in the cost of materials, especially in steel, rubber, leather, wood, and hair. For the present, at least,

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there is "no prospect of a general drop." Should any apparent decline occur, it will be due to some temporary overproduction by particular manufacturers, or by placing on the market a type of car which has been superseded by improvements. The same journal says, as to the output in 1910, and the results of an overproduction in certain quarters:

"Notwithstanding that almost every manufacturer realized that conservatism was necessary, each undoubtedly expected the others to be more conservative than himself, and sufficient allowance was not made for the outputs of the newer factories, of which a very large number entered the field for the first time in 1910. The result has been an overproduction, but not so large an overproduction as had been predicted. The demand for motor-cars during the past season was phenomenal, otherwise the fact that the production in 1910 was about double that of 1909 would have caused a tremendous crisis. As it is, a careful estimate shows that the production has not exceeded the demand to any great extent, not nearly as great as the conservative men in the trade expected.

"Steps have already been taken by nearly every factory in the country to curtail their output for 1911, or at least not increase it over that of 1910. There is no reason to doubt but that the demand for cars will be as great in 1911 as it was in 1910. It naturally should be greater. Many factories state that their advance orders for 1911 exceed those in hand at the same period last year. This, however, may not be a safe guide.

"Other important elements which are working toward the curtailment of production are the powerful banking-houses which have been heavy investors in automobile factories. The bankers have, during the past three or four months, not only insisted on reductions in the factories in which they are directly interested, but through their many connections throughout the entire country they have used their influence with local bankers toward a rigid curtailing of loan accommodations to automobile factories generally, with the result that many factories will be compelled to cut down their product whether they are inclined to do so or not.

"The result of this will be that the 1910 surplus production will be readily and quickly absorbed in 1911, and prices will again become firm, and the present slight flurry in prices will be of short duration. It is very fortunate that this overproduction occurred this year, and that it was so small. If the demand had been sufficient this year to absorb all the tremendous output, there is no doubt but that a further expansion would have taken place in 1911, and the overproduction would, no doubt, have reached large and disastrous proportions."

THE OCEAN-TO-OCEAN HIGHWAY

The proposal to construct a national automobile highway across the continent, of which there has been discussion in many papers during the past few months, several times noted here, has been recently embodied in a bill and laid before Congress. This highway is to go "along or near the thirty-fifth parallel of north latitude," a right of way one mile wide being secured at private sale or by condemnation proceedings. The highway proper is to be 1,430 feet wide, this width being divided as follows, as outlined in the New York *Evening Post:*

"Two macadam-surfaced roads, each, wherever practical, parallel; two macadam-surfaced roads, each twenty feet wide, each

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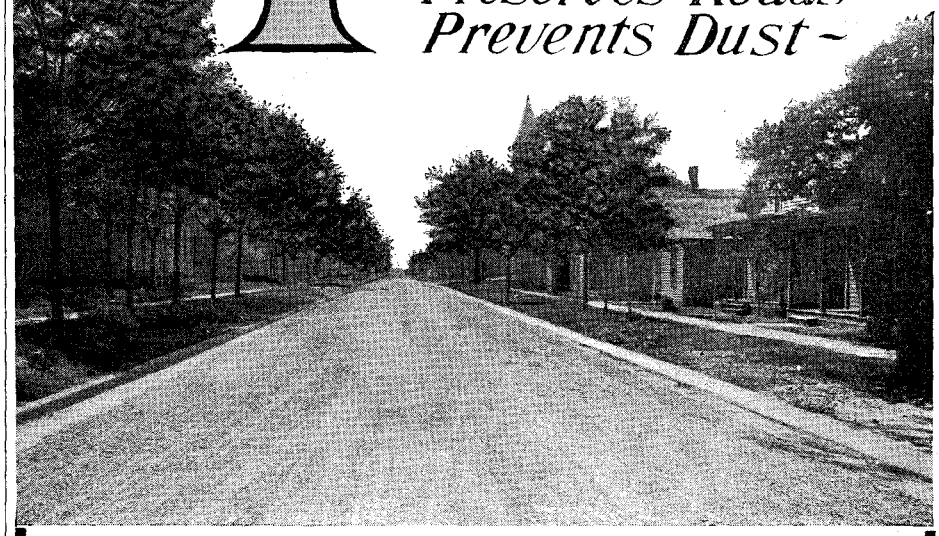
Preserves Roads
Prevents Dust



Yuba Street, Muskegon, Mich., constructed with Tarvia X.

Muskegon's Experience with Tarvia.

A newspaper editor from a neighboring town called upon C. H. Potter, the Street Commissioner of Muskegon, to ask about Muskegon's tarviated streets.

The interview is reported as follows in the Holland City News (Michigan):

"The Street Commissioner and his Secretary were greatly pleased and loud in their praises of the Tarvia paving. They stated the streets paved with Tarvia are dustless and noiseless. Market Street is the street that bears the burden of the heaviest trucking in the city, and has been down now two and one half years. They stated further that the streets are easy to repair and the repaired places are not noticeable."

As an inexpensive paving for the streets of small cities, tarviated macadam is a striking success. It is far less expensive than brick, asphalt or stone, and in fact can frequently be laid for the cost of ordinary macadam. In appearance it resembles sheet asphalt. It is waterproof, frost-proof, automobile proof and dustless. The tarvia forms a tough waterproof matrix among the particles of stone and gives to the road a certain plasticity.

A tarviated road lasts longer, costs less to maintain and is more satisfactory in every way than plain macadam—especially where there is automobile traffic.

Tarvia is made in three grades to suit varying conditions of application.

Tarvia B is a light grade of refined tar, which is liquid when cold and can be applied very inexpensively from a sprinkling cart.

Tarvia A is heavier, requires heat for application, and is used for surface applications.

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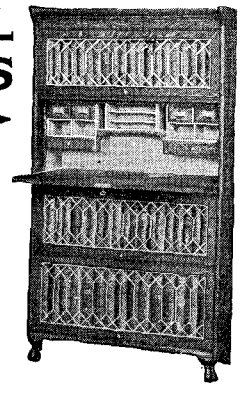

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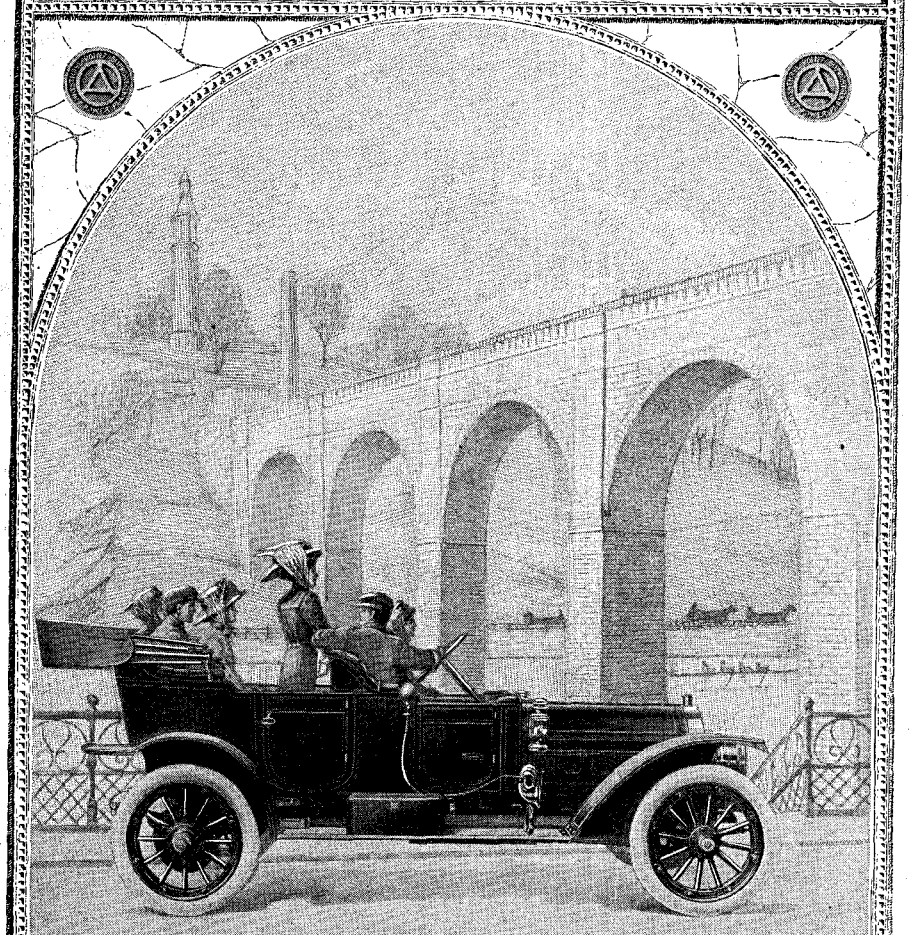

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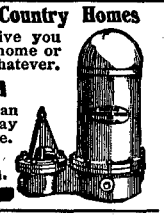

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road to have two steel tracks for electric cars, two tracks to be twenty feet wide, each road to have a steel-plate track for fast automobiles; two macadam roads, each twenty feet wide, each road to have two cement ways for automobiles going twenty-five miles or less an hour; two macadam roads each twenty feet wide, each road to have eight cement paths for bicycles, motor cycles, tricycles, and other cycles; one cement way, ten feet wide for use of roller skates; two zones, each thirty feet wide, for water, sewer, and oil pipes, electric wires and cables, and pneumatic tubes."

A commission, comprizing two representatives from each of the following States, is to be appointed: North Carolina, South Carolina, Georgia, Texas, New Mexico, Tennessee, Alabama, Mississippi, Arkansas, Oklahoma, Texas, Arizona, Nevada, California, and the District of Columbia. This commission is to be known as the National Automobile Highway Commission. Its members are to be appointed by the president on nominations made by the governors of the States named. It is to be empowered to send out at least fifteen surveying and roadmaking parties to locate a preliminary route ten feet wide on the thirty fifth parallel, "uphill and down dale," except that, in case of an obstruction that can not be tunneled or bridged within reasonable cost, the commissioners may depart from this parallel to the north or south until they shall have gone round the obstruction, after which they are to follow again the thirty-fifth parallel.

ROMAN ROADS IN ENGLAND

English motorists are becoming interested in a study of roads in the kingdom as built by the Romans. An article in *The Autocar* states that, while the ancient Britons probably had many paths, and perhaps primitive roads, the earliest roads on the island in the proper sense were constructed in Cæsar's time. The broad features of the Roman system are fairly well understood in our day. The purpose in the main first was to facilitate the campaigns of generals. The Romans afterward extended the system as aids to civil administration and commerce, so that finally they had "a network over the whole country covering a distance of more than twenty-five hundred miles in length." There were four main lines, each of which can be traced in part at the present time and is worthy of careful examination. They are known as the Four Ways, Watling Street, Ermine Street, Ickield Street, and the Fosse. Watling Street ran from the Kentish coast to Wroxeter and thence northward in two sections to Carlisle and Newcastle. Much of it is now "merely a grass-grown track," but there are still long stretches that are used for all kinds of traffic. This road, near Clapham Junction, intersects the Fosse at a point where stands a shattered column, erected two hundred years ago, and reading as follows:

"Traveler, if you seek the footsteps of the ancient Romans, here you may find them. Hence their most famous military ways, crossing one another, proceeded to the utmost limits of Britain. Here the Vennones had their settlement, and at the first mile along the street Claudius, the commander of a cohort, had his camp, and at the same distance along the Fosse his tomb."

A section of Watling Street, extending from Manchester over Blackedge, and described by the writer as "the most perfect specimen of a Roman paved road in this country," is shown in an accompanying illustration. On either

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side of the central trough it will be seen that there still exists a well-preserved pavement formed of regular courses of millstone grit bedded on rubble. In places the curbstone remains and here and there may be seen the fosse that was made to drain the road. Various theories have been advanced to account for the central trough, or grooved channel in the middle of this road, but none seems satisfactory. One of the other streets —Ermine Street—ran directly from London to Lincoln, with a branch to Doncaster and York. Of these roads in general the writer says:

"From these relics of the Roman dominion—splendid still, after many centuries of neglect—and from the more or less fragmentary remains of minor ways, all part of the same system, the characteristics of Roman roads in general may be deduced. That they were, first and foremost, straight has often been insisted upon, and, certainly, that is the most obvious feature of the principal Roman roads now in use; particularly the Fosse, no part of which in its whole length (182 miles) is more than six miles from an absolutely straight line. But Roman roads were not invariably straight, for altho in general the engineers paid little heed to natural obstacles they did not hesitate to leave their line to save an unnecessary crossing of a river or to avoid a steep hill, taking up the original line when the difficult spot was passed. In hilly country they sometimes struck out a zigzag course solely to accommodate their line to the contours of the district.

"About the surface of Roman roads there is a greater degree of uncertainty. It seems to have varied, tho we do know that it was often, at any rate, paved. In Stukeley's time part of Ermine Street north of Huntingdon was still so, and there was a paving on the Fosse south of Ilchester. The paving is described as consisting of flat quarry stones, laid edgeways, and so closely that it looked like the side of a wall. Roman paved roads, moreover, yet remain in some parts of the country, as in the Forest of Dean, where, indeed, they are numerous, partly because the Romans worked the mines in the district, and partly because of the position of the forest in relation to Gloucester, Monmouth, Lydney, and Caerwent. As a rule, the pavement in this locality is composed of cubes of millstone grit 8 in. or 10 in. square, with curbstones about 5 in. wide and from 10 in. to 20 in. in length. Probably it was the rule to pave all ways which had to bear heavy traffic.

"But the chief characteristic of Roman roads of the first class was their immense solidity. In 1881 a portion of the Fosse at Radstock was opened up and the following construction shown:

"(1) Foundation of fine earth, hard'beaten in.

"(2) The bed of the road, composed of large stones, some of which were bedded in mortar.

"(3) Small stones well mixt with mortar.

"(4) Nucleus—a mixture of lime, chalk, and powdered brick or tile, or of gravel, sand, and lime with clay.

"(5) Pavement. 'The stones,' reported one of a party of archæologists, 'were of all sizes and shapes, the lime having been probably poured in afterward. In this way the whole surface of the road was so firmly cemented together that, in removing it . . . the stones more frequently split through the solid than separated at a joint.'

"This account agrees with what we know of the construction of roads in other parts of the Roman empire. The surface, in particular, was so smooth that travelers in the *springless chariots were not jolted.*

"Altogether, it is clear that the Roman roads in this country, like all other Roman works, were made, not for an age, but for all time, and they ought to have furnished an

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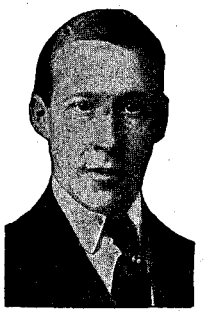

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obvious and a permanent memorial to the power which created them, as well as an example to be sedulously followed in road making. It is true that the ways the Romans constructed call for vast resources, but they founded a system."

THE AUTOMOBILE AND THE BANKER

Charles M. Harger, who has written many valuable papers on economic and industrial topics in the Middle West, contributes to *The Outlook* an article on the influence of the motor-car on farmers and banks. Last summer, as is recalled, western banks discouraged wherever they could the drawing of money for the purchase of cars. Loans were sometimes refused even when the farmer owned productive properties, clear of mortgages, and had wheat and corn to sell, netting for a crop as much as $3,000. Sometimes this attitude on the part of the banks was resented. Mr. Harger mentions one community where a farmer's sympathizing neighbors withdrew their deposits amounting in all to $70,000. He presents some interesting further statements:

"The effort of western bankers to lessen the expenditure for automobiles was made because such purchases meant the sending of money out of the community. Nebraska issued 5,754 motor-car licenses from January 1 to November 1; the numbers now run to 14,282—all issued in five years. The cars probably cost an average of at least $1,000 each—total, $14,282,000. Kansas showed last March by assessors' returns 9,355 cars, of which 5,343 were owned by farmers. The State has at least 12,000 cars, costing $12,000,000; Oklahoma has 8,000 cars, costing $8,000,000; Missouri has 13,800. Taking the three States first named, selected because they represent agricultural communities where there is especial enthusiasm for such vehicles among farmers as well as among townsmen, more than $34,282,000 has been paid for this form of investment in five years. The salesmen get a commission of twenty to twenty-five per cent.; $25,000,000 has been sent to manufacturers—not to mention nearly half that sum for equipment and upkeep. Little wonder that the bankers dislike to see motor-cars come into their territory!

"The banker is becoming less nervous over the condition of his deposit account. The crisis that was threatened last spring, and which to a degree caused his anxiety to find a scapegoat, passed without causing him loss or embarrassment. His deposits returned with the marketing of crops, and he realizes that in the vast total of the country's business the millions spent for motor-cars are but a small part. The usefulness of the new vehicle and the large place it has taken in business have made it a feature of every-day life. The banker is becoming accustomed to it, and eventually will consider motor-car purchasers as he does the buying of pianos, repairing machinery, or purchasing railway tickets to the coast. Then we shall hear no more of the alarm concerning the car's influence on business; purchases will be taken as a matter of course, and the buyer who has the security will get the money to buy one if he desires. Motor-cars will be sold by hardware and vehicle dealers, and bankers will look with favor upon the paper taken in the sales."

This article recalls to mind some investigations made last summer by George W. Mason of the Omaha *Bee*, immediately after a prominent Board of Trade man in Chicago had declared that he knew of one Kansas City bank that "held fifty-two mortgages on the same number of cars and that farmers in plenty had mortgaged their farms to get cars." Mr. Mason made a thorough canvass by letter among bankers in Kansas City, and has print-

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ed many of the replies received. The president of one bank said he "had no knowledge of any bank in that city lending money on automobiles." Those who owned cars seemed to him "quite able to do so." Another said his bank never held a mortgage on a car, nor did he believe any other bank holds one. He did not think it necessary for the Western Kansas farmer to borrow money on a farm in order to own a car. Another banker had never had an application for a loan on a car; another believed farmers "rarely purchase an automobile, except they feel they can well afford to do so," while another went to Kansas City 28 years ago when "there wasn't one farm out of a hundred that wasn't mortgaged, but to-day the reverse of this is true."

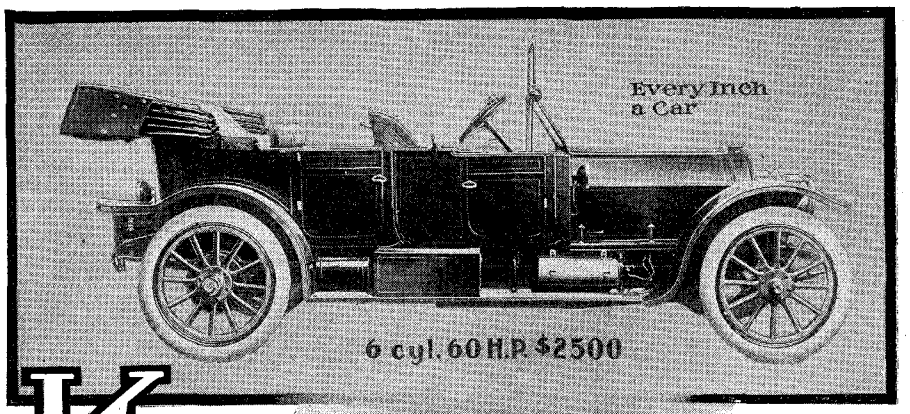
TWO EUROPEAN MOTOR SHOWS

Among motorists in France and England much discussion has taken place as to the relative merits of the shows held at Olympia and in Paris several weeks ago. Englishmen have said that the show in Paris was "a poor affair" compared with their own. It is pointed out, however, by a writer in *The Autocar*, that statements of this sort lose sight of the fact that a motor show "is merely a means to an end." Mere size and numbers do not count when the end in view has been accomplished. The English show had far more exhibits than the one in Paris, but the reason for this lies in the fact that England has no market for her cars in France, while France has a large market for cars of her make in England, and hence the large number of French exhibits at the English show. As an example of the extensive trade which France has in England, it is mentioned that one tire firm alone has more selling-places in England than in France. It therefore does not follow that the French motor-car is losing ground because French shows are smaller than English or smaller than previous ones held in France. The English market is open to France as to the rest of the trade; whereas the French market is not open to England, the French duty on foreign cars being so high "that they have no chance except as pure articles *de luxe*."

TWO CHICAGO SHOWS

On January 28 was opened in Chicago an annual automobile show which, as a matter of fact, comprized two shows, the first week being given to pleasure cars and the second to commercial vehicles. It was expected that the display of commercial vehicles would prove most novel and spectacular—far more so than the other cars. As explained by a writer in the New York *Evening Post*, the pleasure vehicle is limited as to size, capacity, and purpose; it is built solely for carrying a particular kind of load—that is, human beings. Moreover, it has become materially standardized as to lines, sizes, and construction. Commercial vehicles, however, have a wide range. In size they vary from small eight-horse-power package-delivery carts of 500-pound loads, to gigantic trucks of 50-horse-power and capable of hauling at one time 10 tons of freight.

At the Chicago exhibition of commercial vehicles, from February 6 to February 8, there was to be shown a ten-ton truck, having a load platform 18 feet long, and another four-ton truck with a special body 16 feet long, 8 feet wide, and 8 feet high, or nearly half as large as the standard railroad box-car. The ten-ton truck carries coal; the four-ton



KISSEL KAR

THIS 60 H. P. Kissel Kar "Six" at $2500 (fore-door $100 extra) is a value unequalled in the history of the industry. The "Six" has been the car on which manufacturers have heretofore depended for extravagant profits because of the class of buyers to whom the supremacy of the car, and not the price, was the main consideration. Now, for the first time, the price of a superb, roomy, high-powered, seven passenger "Six" is reasonably proportionate with the cost of manufacture.

The Kissel Kar, 30 H. P. $1500 and 50 H. P. $2000 cars, in common with the "Six," have the striking symmetry of design, luxurious appointments, roomy tonneau and general appearance to identify them with that comparatively small class of higher grade automobiles.

1911 Kissel Kars are on exhibition in the principal centers of the United States at the most reliable dealers, or our own branches.

Beautifully illustrated Portfolio, showing and describing 17 models, mailed free.

KISSEL MOTOR CAR CO.
Licensed under Selden Patent
167 KISSEL AVENUE HARTFORD, WIS.

BUFFALO
LITHIA SPRINGS WATER

Guaranteed by Buffalo Lithia Springs Water Co., under the Food and Drugs Act, June 30, 1906.
Prescribed by Physicians for
URIC ACID, GOUT, RHEUMATISM, DIABETES, ETC.

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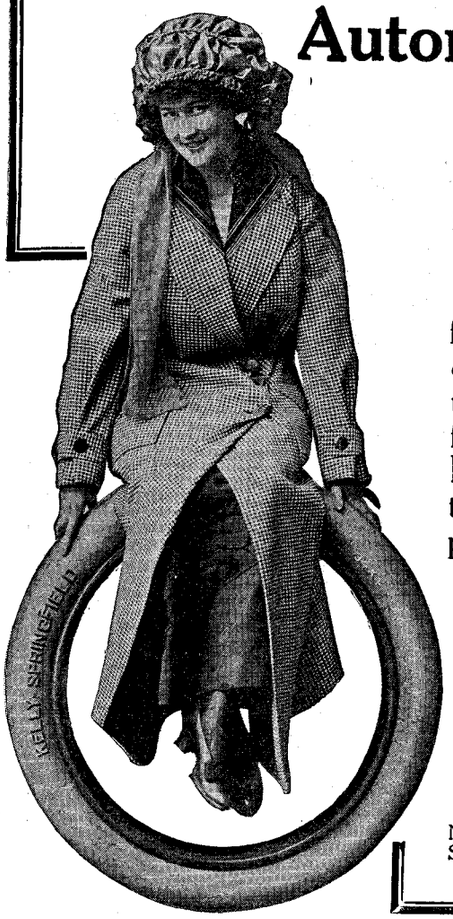
Kelly-Springfield Automobile Tires



The name "Kelly-Springfield" has identified the best in tires since rubber was first applied to wheels.

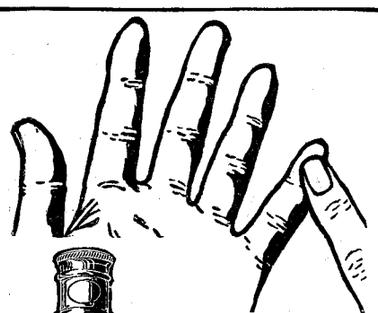
The automobile called for a different tire, but not for a different standard of quality. You can depend upon the Kelly-Springfield for your car just as drivers have depended upon it for their carriages during the past fourteen years.

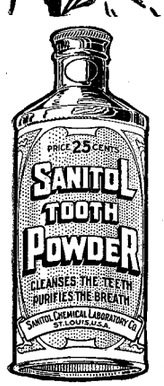
Specify Kelly-Springfield Tires on your automobile. They cost no more than any first-class tire and are better.

Consolidated Rubber Tire Co.

20 Vesey Street, New York

BRANCH OFFICES:
New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco, Los Angeles and Akron, Ohio





The effect of Sanitol is five fold, — the teeth are cleaned — decay is prevented — the breath is sweetened — the gums are kept healthy — the mouth refreshed.

SANITOL

LE PAGE'S LIQUID GLUE has no equal

No other glue in a bottle like ours, with a patented cap top. Keeps contents air tight no waste-no drying up. Sold everywhere for 10¢. Also in Pin sealing tubes Demand LE PAGE'S *best adhesive made*

Library slips with every bottle and tube

truck, empty barrels in the cooperage trade. On the latter truck factories are able to load barrels by sliding them down a steep chute from the second floor of the cooperage directly into the body of the truck. Of the ten-ton trucks 18 are owned by one firm of coal dealers in New York, who use them in making deliveries to factories, hotels, apartment houses, and office buildings. Five such trucks can haul in one trip the entire coal brought in one of the largest gondola-cars, which have a carrying capacity of 100,000 pounds. When trips do not average more than three or four miles, these trucks, making ten trips a day, can haul 1,000 tons of coal on that day, or a whole train of 33 coal-cars of 60,000 pounds capacity each. Other items in the Chicago exhibit are specified by this writer as follows:

"There will be on exhibition several power trucks especially designed for use by contractors, and having steel bodies fitted with mechanism by which the power of the motor that propels the vehicle can be utilized to tip the body and spill its entire contents in a few minutes without a pound of the load being touched by hand.

"It is probable that one of the big truck-makers will show a unique type of covered wagon of three tons' capacity, having a removable inner crate just large enough to fill the interior completely and mounted on steel wheels, so that it can be withdrawn from the rear end on to a hand-truck. This special body was designed for use by the Wanamaker department store, where the empty crate body is taken on the hand-truck to any floor in the building to be loaded, while the truck takes a similar crate, already loaded and waiting, and makes a quick run with its load of 2,000 to 3,000 parcels to one of the several outlying stations of the store in Harlem, the Bronx, South Brooklyn, or East New York, where light delivery wagons distribute the packages to the homes of purchasers.

If these facts do not appeal to the imagination of the show visitor, there is the combination motor fire-engine and hose-and-ladder truck that can make a dash to a fire in a quarter of the time required by horses to haul a heavy steamer, and have the blaze out before the horse equipment could arrive on the scene; the motor police patrol and the motor ambulance, with all that their superior speed means in the quelling of riots and saving of lives. Certainly, it is as spectacular and thrilling to see these municipal vehicles speeding with the confidence of certainty on their missions of rescue over streets slippery with mud or ice as to look upon a party of pleasure-seekers out for a spin in a spick-and-span touring-car or limousine.

"Then there is the farm tractor that will mean more to the practical man who collects his hard-earned dollars from the soil than the pleasure car in which he and his family ride to town where formerly they jogged along behind the horse. Even the farmer's wife will see something to engage her fancy in a tractor that can plow and harrow a field at the same time at the rate of an acre an hour, harrow thirty to thirty-five acres of wheat field in a day, run a threshing-machine or saw fire-wood without the use of coal, and haul hay or hogs to market at ten miles an hour."

Motor Age calls these Chicago exhibitions the "Open Door-Show," adding that it is the only truly national show of the year because it is open to all classes of makers, whether belonging to the Selden, the Independents, or any other organization. Of the advantages of this liberality of spirit the writer says:

"There are many reasons why the one big open-door show appeals to the public. It is a law of the mind that men grasp generalities first and after that go to particulars. In accordance with this law, having all of

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the different makes of cars in the country brought side by side, the visitor has a chance of really arriving at a definite idea as to the present status of the industry. Where he has to go to two or three shows in order to get such a conception, the amount of labor involved is vastly greater and in the end the conception is not so clear or accurate as where all are side by side. To get a definite conception of the 1911 car it is first necessary to examine the different makes, and how can these be examined unless they are brought side by side? After each has been examined the mind hurries on to the process of comparison, that is, contrasting the different features of one machine with those of another.

"Frequently the new maker is an experimentalist, that is, one who is trying the industry; who proposes seeing if the prospects of big dividends are as great as reputed. This type of new maker is not so much in evidence now as a year ago. One year ago the wild-catting business was at its height, but not so now. The industry has changed very perceptibly since then, and many of the wild-catters at that time have now ceased to be and a few of those who still linger will soon be but history. It is, then, from the point of view of the newcomer a most interesting period in the industry."

THE OUTLAY FOR CARS AND FOR HORSE VEHICLES

It is estimated that in the year 1910, between 180,000 and 185,000 cars were built and sold in this country, the total value of which is estimated at $240,000,000. While these figures sound large, they are in reality very small, says a writer in *The Cycle and Automobile Trade Journal*, when compared to what is spent annually for any one of the number of what one might say frivolous articles, such as candy and tobacco, and they "sink absolutely into insignificance when compared with the money that goes into liquor." The writer asks if the latter articles add to the health, strength, and increased vitality of the race all that is being added by the automobile, and yet "we do not find the bankers and speculators sending up a hue and cry about this tremendous economic waste." The writer compares the amount spent on cars with that spent on horses, as follows:

"The official figures as to the value of horses on farms alone in January this year was $2,276,360,000, this does not take into account the horses not on farms and these figures do not seem to be available at the present time. The money invested in mules alone is double that spent for all the automobiles manufactured this year, the figures being $494,098,000. This makes a total for work-horses and mules of $2,770,458,000. The census bulletin gives the number of wagons, trucks, farm wagons, etc., all vehicles used for delivery purposes, as 711,000, placing the average cost of these at $80, which is certainly a conservative figure. The delivery vehicles alone are worth $56,880,000. During the year between 900,000 and 1,000,000 pleasure carriages were manufactured, which, at an average of $75 each, could be roughly estimated as worth $75,000,000. If these amounts are added to the figures representing the value of horses and mules we have $2,902,338,000, and this tremendous sum does not take into consideration any of the horses or mules except those on the farms, there being no satisfactory data with which to work. What do these figures mean? Simply this, that as the automobile is eventually to displace, to a large extent, the horse for commercial purposes and also for pleasure-driving, there can be but one conclusion, that the

What People Like in a Baker Electric

THEY like its noiseless running, due to the silent shaft drive. This is a luxury seldom to be had in any motor car — never in a chain driven vehicle.

They like its beauty of design. Not any mere ornamentation, but structural beauty, with freedom from chains.

They like its exquisite interior, fitted and finished with a quiet refinement in keeping with the character of the car.

And besides these advantages, the Baker is the most efficient of all electrics. None other can go as far on a single charge of the battery. It has made one world's mileage record after another, with either lead or Edison batteries.

Equipped with either lead or Edison batteries, and either special electric pneumatic or Motz high efficiency cushion tires. See 1911 models in salesroom of our dealer in your city, or write for catalogue.

The Baker Motor-Vehicle Company
42 West 80th Street Cleveland, Ohio

Dioxogen

Infection is the cause of sore throat, tonsilitis—many other serious germ diseases. Dioxogen *prevents* infection, *destroys* the germs, keeps the throat and mouth clean. A *real* antiseptic—safe, efficient, reliable and having a hundred uses in every home. A 2-oz. trial bottle, costing us, including postage, nearly 20 cents, will be sent *free upon request* to *prove* the merits of Dioxogen.

The Oakland Chemical Co., 109 Front St., New York

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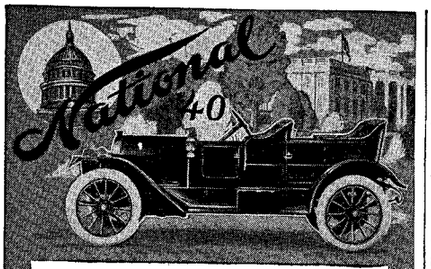

Monarch of the Road
King of the Speedway

You may not care to use continually the 70-mile-an-hour speed of the great untiring National 40 motor (5-inch bore by 5 11-16-inch stroke). But it is comforting to know that you have plenty of reserve power for any and every emergency. The knowledge that no fibre of the mechanism has faltered in the grueling test of leading race classics on road, speedway and hill gives a satisfying assurance of dependability.

Silent, invincible strength and luxurious riding qualities of the Majestic National 40 will delight the most conservative. And the sportsman who likes to accept the challenge of the open road will revel in the great power and speed of the National 40—identical with the National of racing fame.

Open Touring Car, Open Toy Tonneau, Speedway Roadster - -	$2,500
Fore-door Touring, Fore-door Toy,	2,600
Fore-door Seven Passenger Touring,	3,000
Luxurious Limousine—Fore-door -	4,000
—Open,	3,750

National Motor Vehicle Co.

1018 East 22nd Street Indianapolis, Indiana

Incasing under Sachs Patent

automobile industry has as yet only just started."

A writer in *The Scientific American* discusses the respective costs of horse-drawn and motor-trucks in a special article, in which he says:

"Actual cost records of 20 motor-wagons of 500, 1,000 and 1,500 pounds' capacity, as used in Syracuse by as many different lines of business for periods of 6 to 22 months, show an average cost per month for maintenance and repairs, exclusive of tires and batteries, but including repairs due to carelessness and accidents, of $13.25 per month per car. An estimate of the cost per year of running and maintaining one of these wagons, which covers 50 miles a day with a consumption of one gallon of fuel to every 14 miles, is $1,217, figuring depreciation at 20 per cent., repairs at $150, and tires at $50. As compared with this the maintenance of two one-horse wagons, at a total estimated cost of $22 a week, would amount to $2,112. The resultant saving by the employment of the motor-vehicle amounts to $895—almost enough to pay for the machine the first year.

"A dry-goods firm in the hilly city of Allentown, Pa., furnishes the following comparative statement of the cost of using an auto wagon of 800 pounds' capacity, fitted with high wheels and narrow solid tires for one month, and of doing the same work with two horse-drawn wagons:

MOTOR-WAGON

Driver's wages	$60.00
Boy's wages	24.00
Gasoline, at 14½ cents	27.69
Oil	7.31
Repairs	9.45
	$128.45

HORSE WAGONS

Wages for two drivers	$104.00
Wages for two boys	32.00
Feed, etc., for two horses	35.00
	$171.00
	128.45
Saved in one month	$42.55

"The foregoing showing is the more remarkable because while repairs to the motor-wagon are included, no item appears for repairs to the horse wagons or harness or for shoeing. The same firm states that the average cost per month for the motor-wagon for fuel, oil, rent, and repairs is $20, as against $50 for feed, rent, shoeing, and repairs for a two-horse service, and that in addition the wages of one driver, $40, are saved.

"Motor-trucks and wagons are built for almost every conceivable purpose for which horses and wagons are used, even for work in farm fields, for road-building, hauling milk, ice, household goods, for street-sweeping and sprinkling, and many other special purposes. In design and construction they vary as widely as pleasure cars ever did, and in carrying capacity range from the 100 pounds or more that can be carried in parcel-delivery tricycles to 7 and 10 tons moved by massive trucks. Speaking very broadly, there may be said to be two standard forms of construction; for the better trucks of 2 and 3 tons and upward, the use of a vertical four-cylinder motor in front, sliding-gear transmission, differential countershaft and side chain drive; and for delivery wagons and light trucks of one and one and one-half tons' capacity, double-cylinder opposed horizontal motors placed either in front under a hood crosswise of the frame, or under the body of the vehicle lengthwise of the chassis. When the horizontal motor is used planetary transmission is frequently employed, with single-chain drive to the countershaft, tho in some makes sliding gears and shaft drive are employed. Water-cooled and air-cooled and four-cycle and two-cycle motors are used in different makes, each having its advocates."

PARIS GARTERS

NO METAL CAN TOUCH YOU

LOOK *for Name* PARIS *on every Garter*

A. STEIN & Co. *Makers* CHICAGO

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100 Prize Winning Recipes Free

WOULD you like to learn how to make the most delicious dishes that ever graced a table? Then send for our New Cook Book, which contains 100 prize winning recipes selected by a well known authority from nearly 10,000 contestants. The recipes were ranked for Novelty, Deliciousness, Clearness, Simplicity. The Book tells how to prepare dates, figs, currants and cocoanut in ways that make all mouths water. It is yours for the asking.

The Hills Bros. Co.,
Dept. J,
Beach & Washington Sts., New York

6% NET 35th YEAR

SAVE SMALL SUMS

You could accumulate more cash capital in a very few years by saving up comparatively small sums of money—your dividends and interest income for instance.

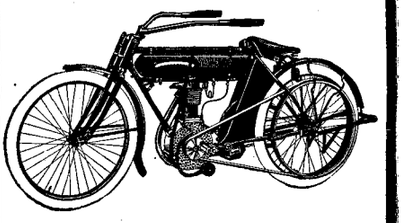
You probably never seriously considered such a thing, because the amounts looked so small and no opportunity has ever before offered itself to you to save and invest only $25.00 at 6% interest.

There is no need for you to wait until you have saved up $2000, $500, or even $200 with which to buy one of our mortgages in order to secure a 6% investment with us. Our Certificates of Deposit yield 6 per cent, payable semi-annually—the same as our mortgages—and are withdrawable after one year, on 30 days' notice. Send $25 to-day.

Please ask for Loan List 727.

Perkins & Co. FINANCIAL BROKERS
LAWRENCE, KANSAS

1911 Yale Motorcycles



1911 4 H.P. Yale, $200. With Bosch Magneto, $235.

1911 7 H.P. Yale Twin, $300.

Note the straight line frame and low, easy saddle position. All the splendid characteristics of the 1910 models are retained, and increased power gained by offsetting the cylinder and increasing the length of the stroke.

We could build more motorcycles if we were more easily satisfied—if we didn't build them so well. YALE **means** QUALITY—the proof is in the records of every big endurance and reliability contest.

Write for the 1911 literature today.

THE CONSOLIDATED MFG. CO.,
1743 Fernwood Ave., Toledo, Ohio.

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(*Continued from page* 271.)

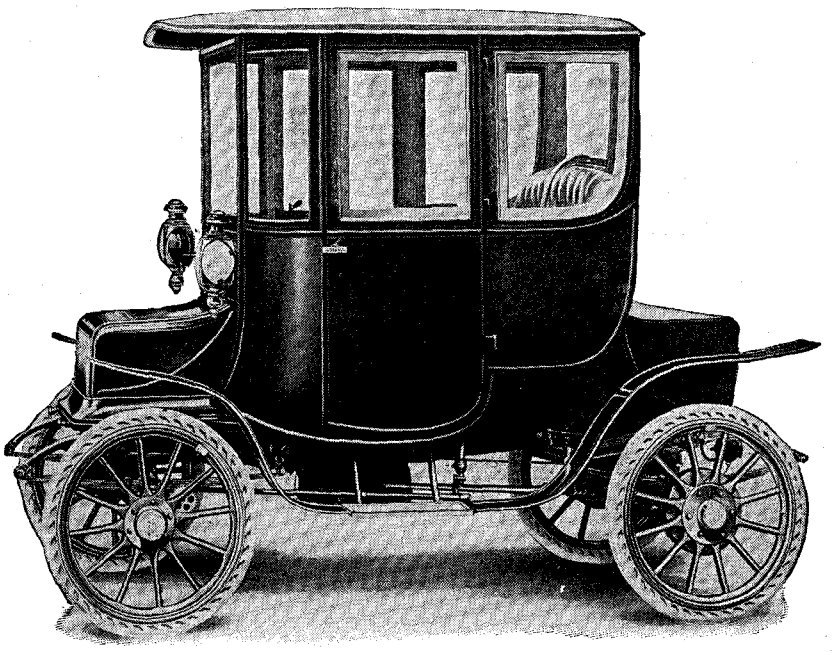
termined to put limits and restraints upon the exercise of economic power and over-lordship, just as in former days they put limits and restraints upon the absolutism of rulers. Therefore, I believe, there will be no successor to Mr. Harriman; there will be no other career like his.

NEW REMINISCENCES OF LEE

ALTHO every man in the Confederate Army loved Robert E. Lee with a love that was near idolatry, they also stood in very fearsome awe of him. This fear of the kind, courteous gentleman of Virginia was incomprehensible to one of his friends who had known him many years—until he joined the army. Then he, too, came under the spell. Major A.R.H. Ranson tells us in *Harper's Magazine* that he had attended school with Custis Lee, his son, and "knew the General as a boy knows a man." He was present when Lee stormed the engine-house at Harper's Ferry in 1859, and saw him often during the war, "having been twice assigned to duty at his headquarters, and having served as assistant chief ordnance officer from August, 1862, to December, 1862, and from October, 1863, to the end of the war in 1865 in that capacity." He also knew the members of the General's family in a social way. General Lee, he declares, "has been the only great man with whom I have been thrown who has not dwindled upon a near approach. And I have seen some of the great men of my time, of this and foreign countries, and have had opportunities of knowing something about them." Further:

And first I may say that General Lee in a drawing-room was a very different man from General Lee in the field. In the drawing-room he was just a dignified and quiet gentleman, very kindly and gentle, especially with women and children. In the field he was the general, the commander in all essential points, and somehow without the least exhibition of haughtiness and without perceptible change of manner. A soldier will understand how this might be, but citizens will hardly comprehend it. He was just as grave and courteous in the field as in social life, but no one in his social acquaintance ever thought of fearing him; yet I believe all his officers feared him. They loved him as men are seldom loved, but they feared him, too. In social life he liked to talk to women or children. I have seen him with a child on his knee, and he never seemed to tire of its prattle, while the talk of an ordinary man would have bored him almost to extinction. And I never heard General Lee laugh. He would have his joke and was very fond of having it, and his face would light up with a smile, but I never heard the sound of his laughter.

It was during the winter of 1863–64 at Orange Court House that I found out that the officers of the army had a wholesome fear of General Lee. For myself, I had no fear of him, and laughed at my messmates when I found out their fear. They said: "You wait and see. You have known the General socially. You have now to make his acquaintance as your commanding officer." And I found they were right. Before that winter



The Unique Control for Electrics

The ideal family car must be not only easy to operate but practically accident-proof.

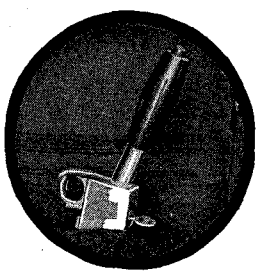
Rauch & Lang power and two positive brakes are controlled entirely through a single lever—push this lever forward to start, and backward to stop. There is nothing else to do but to steer.

The car cannot be started under any circumstances until the control lever is first in the neutral position.

All the power at ***any*** moment and at ***any speed*** can be shut off ***instantly*** by merely pressing down on the ring shown in the picture below. An individual key locks the car so no one but the owner can move it.

Shaft or enclosed chain drive, as you choose; Exide battery (standard equipment), "Ironclad" Exide or Edison batteries can be furnished, if desired. Tires, Special Electric pneumatic or Rauch & Lang Motz High-Efficiency cushion, optional.

It will take one of our representatives only a few minutes to show you the almost primary principle of Rauch & Lang operation.



Rauch & Lang Electrics

There are agents in all the principal cities. The Art portfolio explains in detail. Write for it.

The Rauch & Lang Carriage Company
2277 West 25th Street
CLEVELAND, OHIO (52)

FIRST MORTGAGE FARM LOANS

SECURED by first liens on productive grain farms in the great "Corn Belt" of central Illinois where values have been established for a generation, and where crop failures are unknown, representing 100% margin of security, paying the highest rate consistent with absolute safety, and made by a house continuously in the business more than fifty years without a loss to a single client.

Correspondence invited. Ask for List No. 210

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Founded A. D. 1858
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Bronze Memorial Tablets

Designs and Estimates Furnished
Jno. Williams, Inc. Bronze Foundry
538 West 27th Street New York
Write for our illustrated booklet, Free.

TELL ME YOUR FOOT TROUBLES

Enlarged Joints Reduced and Toes Straightened by ACHFELDT'S (Patent) "Perfection" TOE SPRING

Worn at night without inconvenience, with auxiliary appliances for day use. Sent on approval. Money refunded if not as represented.

Use My Improved Instep Arch Supporter

for "Flat Foot" and broken-down instep. Tell me your foot troubles. It will ease your **mind**; I will ease your **feet.** Send outline of foot. Full particulars and advice **FREE,** in plain sealed envelope.

M. ACHFELDT, Foot Specialist
Dept. YL, 163 West 23d Street NEW YORK

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"KODAK"

Is our Registered and common-law Trade-Mark and cannot be rightfully applied except to goods of our manufacture.

If a dealer tries to sell you a camera or films, or other goods not of our manufacture, under the Kodak name, you can be sure that he has an inferior article that he is trying to market on the Kodak reputation.

If it isn't an Eastman, it isn't a Kodak.

EASTMAN KODAK COMPANY,

ROCHESTER, N. Y., *The Kodak City.*

OUTPUT 100,000,000 A YEAR
Requiring 4,000 square feet of factory space to meet the increasing demand for The Niagara Clip. Send 15 cts. for *sample box* of 100 to Niagara Clip Co., 155 Waverly Place, N.Y. City.
The Niagara Leads Them All

LONG LIFE And How To Attain It
Brief, simple, practical rules for everyday life. By Dr. Kintzing. 12mo, cloth. $1.00 *net*; by mail, $1.10.
FUNK & WAGNALLS COMPANY, NEW YORK

Doctor, These Books Are for *You*

A timely, new, and tersely descriptive "List of 42 Important Books for Physicians," with prices, is now ready, and will be mailed to any doctor sending us his professional card or envelop—no obligation.

These medical books (with a few exceptions) are *not* included in the 1910 FUNK & WAGNALLS COMPANY CATALOG OF PUBLICATIONS. Many are very recent; others, revisions of standard authorities; *all* are valuable and truly reflect *current* medical thought, method and opinion.

Read the titles in the right-hand column, doctor. These may suggest to you some important investigations. You might even find here a work—or perhaps more than one—for which you have long *unconsciously searched*—works which would round out your experience in some special fields. These modern books are useful alike to the *general practitioner* and the *specialist*.

All the works named here, and many more, are described in **"Medical List C."** Write for it before you forget.

PARTIAL LIST OF TITLES:

Bland-Sutton: "*Tumors, Innocent and Malignant.*" **Bosanquet:** "*Serums, Vaccines and Toxines in Treatment and Diagnosis.*" **Bramwell:** "*Hypnotism and Treatment by Suggestion.*" **Cohn:** "*Electro-Diagnosis and Electro-Therapeutics.*" **Gould:** "*Elements of Surgical Diagnosis.*" **Hutchinson:** "*Syphilis.*" **Morris and Dore:** "*Light and X-Ray Treatment of Skin Diseases.*" **Rosenbach:** "*Physician vs. Bacteriologist.*" **Schmitt:** "*A Brief of Necroscopy and its Medico-Legal Relation.*" **Shaw:** "*Organotherapy.*" **Treves:** "*Students' Handbook of Surgical Operations.*" **Wickham and Degrais:** "*Radiumtherapy.*" **Yeo:** "*The Therapeutics of Mineral Springs and Climates.*"

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and spring were over I feared General Lee as much as any one.

Two incidents that show General Lee's constant concern for his men, especially the sick and wounded, are told thus:

In the latter part of December a barrel was delivered at our camp, marked: "General Lee and Staff." We opened it and found it was packed full of turkeys. We sent word to General Lee and he rode over to our camp. There was snow on the ground and we had laid the turkeys out on a board on the snow, the biggest in the middle and the others tapering off to the smallest at each end. There were about a dozen of them.

General Lee dismounted and joined the group gathered around the present, carrying his unslung and undrawn sword in his hand. He was told that the big turkey in the middle was his. He stood looking down at the turkeys for a moment and then said, touching the big turkey with the scabbard of his sword: "This, then, is my turkey? I don't know, gentlemen, what you are going to do with your turkeys, but I wish mine sent to the hospital in Petersburg, so that some of the convalescents may have a good Christmas dinner." He then turned on his heel, and walking to his horse, mounted and rode away. We looked at one another for a moment, and then without a word replaced the turkeys in the barrel and sent them to the hospital.

In September I was ill in the Officers' Hospital in Richmond with malarial typhoid fever, contracted in my night work on our line of works.

One day General Lee visited the hospital. After he had gone over it, a half-dozen juleps were handed round to him and his staff. General Lee took one, and after the others were helped, put it back on the waiter and told the man to carry it to some convalescent officer who needed it more than he. I think I got that julep.

Major Ranson was present at the final conference between Generals Lee and Longstreet when it was decided that further resistance was useless. Unfortunately for the story the Major was asleep most of the time, so we get only a glimpse here and there of this momentous discussion. Major Ranson had come to General Lee's headquarters to report on a position he was trying to hold with a squad of fugitives, hastily collected and rearmed, but without rations.

When I arrived at headquarters, General Lee was in a tent, sitting with General Longstreet on some bundles of rye straw (the ground being wet from the rain), at the upper side of the tent, with one candle for a light. I made my report, and the General told me to wait, as he wished to see me. He asked me if I had had anything to eat, and I told him no. He said he was sorry he had nothing to offer me. He gave me a bundle of straw and told me to sit near the door. It had been raining all afternoon, and I was quite wet. I was also very tired, so I put my foot through the bridle rein of my mare standing outside, and lying down on the bundle of straw, was soon asleep.

I was awakened by voices, and looking up, saw the colonel I had left in charge of the troops at the bridge standing in the tent. He reported that the rations had not arrived,

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and the starving and discouraged troops had all deserted in the darkness, leaving their arms in the trenches. General Lee heard him to the end of his account, and then with a wave of his hand dismissed him. Turning to General Longstreet, he said: "This is very bad. That man is whipped. It is the first time I have seen one of my officers who had been whipped. It is very bad." The conversation between the generals was then resumed in low tones, and I again fell asleep. I must have slept for some length of time, when I was awakened by General Lee's voice, speaking in loud tones, louder than I had ever heard from him. He was saying, "General Longstreet, I will strike that man a blow in the morning." General Lee sometimes spoke of General Grant as "that man," and of the Federal army as "those people."

General Longstreet replied in low tones, giving the strength and condition of his command, and the strength and position of the enemy, and concluded by saying, "But you have only to give me the order, and the attack will be made in the morning." Again the conversation was resumed in low tones, and I fell asleep. I must have slept for an hour at least, when again I was awakened by the loud, almost fierce tones of General Lee, saying, "I tell you, General Longstreet, I will strike that man a blow in the morning." General Longstreet again recounted the difficulties, ending as before, "General, you know you have only to give the order and the attack will be made, but I must tell you I think it will be a useless waste of brave lives."

Thinking I had been present long enough at such an interview, I coughed and got up from the straw, and drawing back the flaps of the tent, looked out into the darkness. General Lee said: "Captain Ranson, I beg your pardon. I had forgotten you. Go now and get something to eat and some rest. I will see you in the morning."

I found my poor mare lying flat on her side in the rain and fast asleep. It was past midnight and very dark, but I reached our camp, tho neither I nor my mare got anything to eat that night.

The morning came, and I listened for the sound of our attack, but all was still. There *was* no attack; our fighting days were over.

When General Lee rode out of our lines to meet General Grant, the stillness in our camp was awe-inspiring. We all knew what his going meant, altho no word had been spoken.

When he rode back into our lines, erect and grand—grander than ever—his army broke up into a loving mob and followed him, holding on to his hands, his feet, his coat, the bridle of his horse, and its mane, weeping and sobbing as if their hearts were breaking. I saw one of his generals of the Second Army Corps sitting on a stump, crying loudly and bitterly, as a child will cry. General Lee's head was not bowed, he held it high as usual, but there was a look of sorrow and pain in his face which I had never before seen there. He tried to speak to his men, but the words stuck in his throat (I was within twenty yards, and if he spoke I did not hear him), and then I saw the tears were coursing down his face. He had halted for a moment, but now rode on to his camp. His men followed, but I did not. I knew there were no more orders for me, and as I could be of no use to him, I did not wish to intrude upon him in his hour of agony. . . . . .

The morning after the surrender I went to General Lee's tent to see if I could be of any

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use. He told me he was busy, and asked me to see that he was not disturbed. I was ill, suffering from a malady which had sent me to the hospital several times, and which had been aggravated by the hard life during the retreat. I had had little rest, and Doctor Gild gave me some morphia tablets. I took them all night, but lay awake until morning upon the bare ground, looking up at the stars and wondering they could shine so brightly on our dark and sorrowful world. Tired and suffering, I lay in front of the General's tent. Looking up, I saw three Federal generals, mounted and looking down at me. Their sleek horses and bright uniforms and trappings were in strong contrast to what we were accustomed. They asked me if they could see General Lee, and I said no, he was engaged. They then asked why I lay on the damp ground, and I said I was ill. They said I looked ill and dejected, and they could not understand why I should be dejected. One of them said: "If I were you, I would be the proudest man in the world. When I rode into your lines this morning and saw the poor remnant of the army which had baffled us so long, I was ashamed of myself." He then asked me if I had had any breakfast, and I said no. As he turned away he said, "I will send you something." He took my name and gave me his card. I lost the card and have forgotten his name. I think, however, he said it was General Humphries.

In a short while a wagon drove up containing a barrel of hams, a barrel of hard-tack, and a barrel of whisky. I sent the wagon to my camp, and it was distributed among the hungry men. Every man and officer who came along was given a canteenful of whisky and a good meal of bread and ham. The barrels were soon empty.

While I was guarding General Lee's tent, a man named White, a clerk in the Adjutant-General's office, came out and handed me an envelop. He said, "The General says this is all he has to give you in return for your services on his staff, especially during the retreat." I opened the envelop, and it was the farewell address of General Lee to his army, generally known as General Order No. 9, addrest to me as Captain A. R. H. Ranson, Assistant Chief Ordnance Officer, Army of Northern Virginia, and signed by himself. I have it now, and consider it the most valuable of my possessions.

Now that everything was over I began my preparations for my journey home, about two hundred miles distant. I formed a mess with Colonels Latrobe and Fairfax of Longstreet's staff. General Grant allowed us a wagon and team of mules, as the journey had to be made across country. We kept our horses and side arms by the terms of surrender, When my preparations were completed I went to General Lee's tent. He knew I was going, he could see the preparations, and the wagon now stood in front of his tent ready to start. When I entered, he arose from his seat, extended his hand, and looked straight into my face. When his grasp relaxed I withdrew my hand and turned away. Not a word had been spoken, and this was my parting with General Lee. I never saw him again.

The Lawyer's Share.—"Father," asked the little son, "what is a lawyer?"

"A lawyer? Well, my son, a lawyer is a man who gets two men to strip for a fight and then runs off with their clothes."—*Ladies' Home Journal.*

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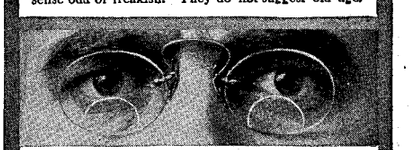

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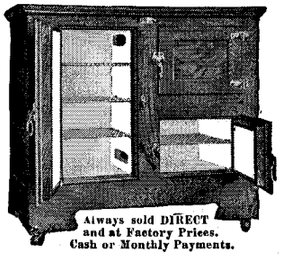

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An Even Break.—"Those people talked all the time you were playing. They couldn't hear a word of your music."

"That's all right," replied the eminent performer. "My music prevented me from hearing their conversation."—*Washington Star.*

A Quick Shift.—A Scottish parson, remarkable for the simple force of his pulpit style, was enlarging one Sunday upon the text, "Except ye repent, ye shall all likewise perish."

"Yes, my friends," urged he with solemn earnestness, "unless ye repent ye shall as surely perish," deftly placing his left forefinger on the wing of a bluebottle fly that had just alighted upon the reading desk while the parson's right hand was uplifted, "just as surely as, my friends, I flatten this poor fly."

But before the threatened blow descended the fly got away, whereupon the minister further "improved the occasion" with ready wit, exclaiming, "There's a chance for ye yet, my friends."—*The Continent.*

Told of Two Cities.—Two of those cranks who do that sort of thing were debating the relative merits of St. Louis and Kansas City.

"At any rate, we don't have to call this a city," said the St. Louis man.

"Nor do we have to call our town a saint," the other retorted.—*St. Louis Post-Dispatch.*

A Vulgar Pastime.—"Really, motoring is quite common now. Why, even some of my creditors are running around with us."—*Fliegende Blaetter.*

He Knew One.—TEACHER—"Tommy, what is a simile?"

TOMMY—"I fergit, ma'am."

TEACHER—"Well, if you said, 'My hours at school are as bright as sunshine,' what figure of speech would that be?"

TOMMY—"Irony."—*Cleveland Leader.*

Usurious.—"What's the biggest interest you ever had to pay on a loan?"

"When I borrowed trouble."—*Toledo Blade.*

Shifting the Burden.—FATHER (sternly)—"Can you support my daughter in the manner she's been accustomed to?"

LOVER—"Yes, sir, I'm sure I can."

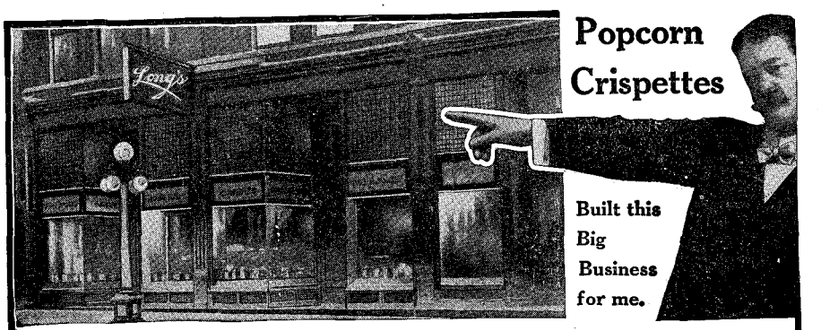
FATHER—"Well, I can't do it any longer, so take her, my boy."—*Judge.*

He Got His.—Standing by the entrance of a large estate in the suburbs of Glasgow are two huge dogs carved out of granite. An Englishman, going by in a hack, thought he would have some fun with the Scotch driver.

"How often, Jock, do they feed those two big dogs?"

"Whenever they bark, sir," was the straight-faced reply.—*New York Times.*

The Actuality.—A bright reporter on an evening paper boasts that he has tracked a mystery to its "lair." Some people would reverse those vowels.—*M. A. P.*



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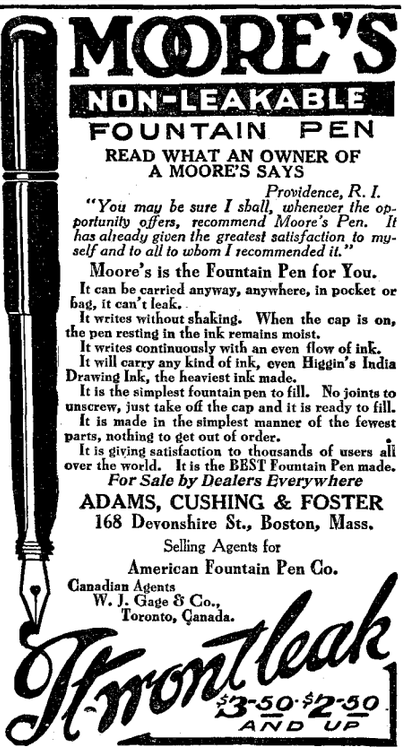

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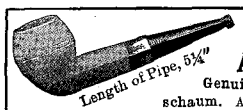

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Send for our book "Mapleine Dainties," and if your grocer does not have Mapleine send us 35c (Canada 50c) for a 2-oz. bottle. If it is not all we claim for it your money will be refunded. Mapleine is very economical, and a 2-oz. bottle will last the average family from three to six months.

Write Dept. E,
Crescent Manufacturing Co., Seattle, Wash.

Commission Government at Home.—Here is an explanation of the famous initiative, referendum, and recall about which we are hearing so much these days. Mr. Man goes home and announces that he is going down town after supper to meet a man. That's the initiative. The lady of the house says: "Are you?" in that ascending voice, which seems to walk over the tops of his nerves. That's the referendum. Then Mr. Man sits down and reads his paper. That's the recall. —*Rockford, Ill., Star.*

First Choice.—MR. JAWBACK—"My dear, I was one of the first to leave."

MRS. JAWBACK—"Oh, you always say that."

MR. JAWBACK—"I can prove it this time. Look out in the hall and see the beautiful umbrella I brought home."—*Toledo Blade.*

A Veteran.—LAWYER—"The cross-examination did not seem to worry you. Have you had any previous experience?"

CLIENT—"Six children."—*The Truth Seeker.*

Accepted.—POET—"Will you accept this poem at your regular rates?"

EDITOR—"I guess so—it appears to contain nothing objectionable. Go to the advertising department and ask them what the rates are. How many times do you wish it inserted?"—*Cleveland Leader.*

Cutting Profits.—"Where did you get your fur overcoat, doctor?" asked one of his patients. "I got this when Mr. Burrows had appendicitis," the doctor replied.—*Detroit Free Press.*

A Wise One.—"Do you think I am really your affinity?" asked Solomon's 985th wife, coquettishly.

"My dear," said the Wisest Guy, "you are one in a thousand."

He got away with it, too.—*Toledo Blade.*

His Innings.—On a recent examination paper in civics was this question. "If the president, vice-president, and all the members of the cabinet should die, who would officiate?"

Robert, a boy of twelve, thought for some time, trying in vain to recall who came next in succession. At last a happy inspiration came to him and he answered, "the undertaker."—*The Housekeeper.*

Looking Ahead—"My dear," says the husband, as his wife comes to join him for a walk, attired in her hobble skirt, basket hat, and other things of the present mode, "I want you to come to the photographer's and have your picture made just as you are."

"Why, do you like me so well in this costume?" she beams.

"Well, my idea is that two years from now I can show you the picture, and you will say the things about it that I would like to say about your appearance just now."—*Life.*

Tragic.—FROST (gazing at new dwelling)—"So this is your last house?"

BUILDER (sadly)—"Yes, last but not leased."—*Smart Set.*

DO YOU LIKE GOOD TEA?

We will send you prepaid on request a half pound package of

Marquise Tea

Try it for a week. If you like it send us 45 cents.

If you are not delighted with it and do not find it better than any at $1.50 a pound, you need not pay for it. Write us that you accept this offer. Price per pound, in three-pound lots, 80c, delivery prepaid.

The flavor of **MARQUISE** will teach you why the average English family use *six times* as much tea as the average American home. These English cousins declare our national taste in tea is barbarous.

MARQUISE is an exquisite blend of choice India and Ceylon leaves. Such tea as this can be bought in very few localities in the U. S. at *any* price. It is the sort you have tasted with delight in Montreal or London and wished you could get at home. Furthermore, it goes twice as far as the tea you now use.

Write at once. You risk nothing on our trial offer, if you don't like **MARQUISE TEA**. Send for booklet "Some Little Known Facts about Tea."

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Keeps tab on all your important papers
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Better, neater, more handy than pins or files
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MURRAY'S CHARCOAL TABLETS
Once Only, for trial
A 25c box for **10c**
A. J. Ditman, Astor House, N. Y.

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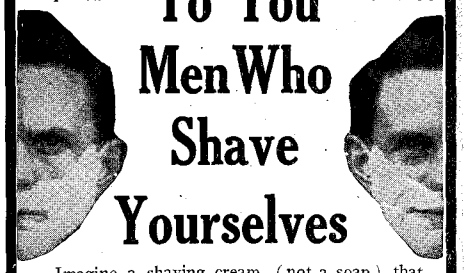
To You Men Who Shave Yourselves



Imagine a shaving cream (not a soap) that softens the beard as soon as applied, requires no rubbing in with the fingers, no shaving cup, is antiseptic **and positively will not** irritate the most sensitive skin. Such a cream is

SHAVE-FOAM

Squeeze an amount the size of a pea from the convenient collapsible tube on to the end of your shaving brush, using warm water sparingly. In an instant you'll have a rich creamy lather that will not dry up or sting. The razor that seemed dull when you used ordinary shaving soap will shave you easily and quickly when you use **Shave-Foam.**

Don't be a slave to your morning shave

Send 25c in stamps or coin for a tube sufficient for 100 delightful shaves. If you do not find it the best shaving preparation you have ever used return the tube and back comes your money.

We'll send you a liberal trial sample tube on receipt of 2 cent stamp to cover postage.

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1910 REGAL "30."—Rare bargain, first class in every respect, with top, speedometer, full equipment, tires nearly new. R. B. BEAHM, 812 Real Estate Trust Bldg., Philadelphia, Pa.

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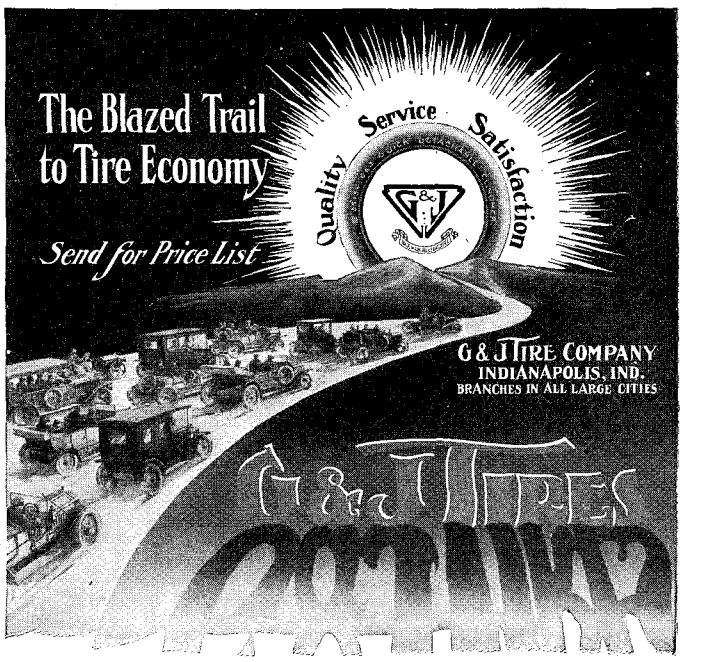
Real Estate Department **The Literary Digest** Mail the Coupon To-day



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Kennel Directory

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They are crisp and will keep indefinitely.
They are clean and easy to handle when feeding.
They are appetizing.
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They are free from moisture.
Dogs fed on Champion Dog Biscuit need no worm medicine.
They make the coat soft and glossy.
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By Imported Ormskirk Chancellor. The heaviest coated Collie in the world. State wants—Color and Sex
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Beautiful golden sable and white pedigreed Scotch Collie Puppies, by noted registered sires. $15.00 up. Faithful, loyal, devoted youngsters. C. RYDER, Cummaquid, Mass.

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Puppies of excellent breeding. Eligible to register. Prices $15.00 to $25.00.
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30 miles from New York City, Erie R. R. Always have registered young Airedales for discriminating buyers.

Coos Strain of Airedales—Bred and reared under ideal *Airedale* conditions. We have the "pal" you want. Home of Elruge Monarch, World's greatest Sire. Ask for catalogue—Best yet.
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Best "*Pals*" and *Watchdogs*, Puppies and grown dogs for sale; also English Setter Pups.
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Both sexes, all ages, all colors, and of choicest breeding. Our dogs have won the highest honors at the leading shows during the past twenty-five years and hold a record of over 1,500 first prizes. *Satisfaction Guaranteed.* State wants clearly.
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FOR SALE—Shooting Dogs, one Setter and one Pointer, two years old. The richest man on earth can own no better trained dogs. I refer to many of most prominent citizens in America. Price $75 and $100.
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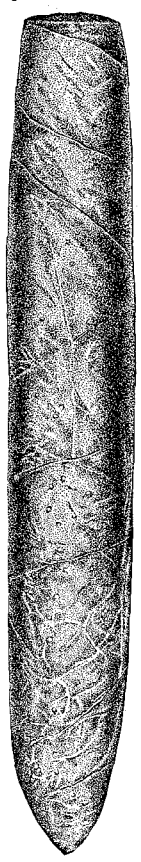
Here is My NEW Cigar

The Shivers' Club Special Cigar is only a few months old. Yet my customers have taken a quarter of a million—two hundred and fifty thousand of these cigars—without any advertising beyond one very simple announcement. They would not have done this unless they felt sure that there was not a better cigar in America at anything like the price.



Shivers' Club Special Exact Size and Shape

The Club Special is 4¼ inches long and is "fatter" than my panatela, the larger burning surface thus giving it a somewhat fuller, richer flavor.

The entire filler of the Club Special cigar is real Havana grown in the best section of Cuba. The wrapper is imported from the Island of Sumatra. It is hand-rolled by expert men cigarmakers in my model factory at Philadelphia, and sold direct—thereby saving the profits that two middlemen would add to its price.

MY OFFER IS—I will, upon request, send fifty Shivers' Club Special cigars to a reader of The Literary Digest, express prepaid. He may smoke ten of these cigars and return the remaining forty at my expense if he is not pleased with them; if he is pleased with them and keeps them, he agrees to remit the price, $2.50, within ten days.

I ask only a trial of this new cigar—a trial which involves no expense whatever on your part.

Of course, this Offer applies equally to my celebrated Panatela cigar.

In ordering, please use business stationery or give reference, and state whether you prefer mild, medium or strong cigars.

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CURRENT EVENTS

Foreign

January 29.—The Mexican insurgents capture three towns.

Partly on account of fear of the plague 8,000 Russian laborers on the Eastern Chinese Railway go on strike.

It is announced that the Duke of Connaught has been appointed to succeed Earl Grey as Governor General of Canada.

The Portuguese Government grants a pension of $3,300 a month to ex-King Manuel.

January 31.—Andrew Carnegie gives $1,250,000 to his philanthropic establishment at Dunfermline.

February 1.—Edward F. Mylius, the editor charged with libel for circulating a report of an early marriage of King George V., is convicted in London and sentenced to a year's imprisonment.

The Governor of Ispahan, Persia, and his nephew, are shot.

The number of deaths finally reported from the eruption of the Taal volcano in the Philippines is 700.

The British super-dreadnought, *Thunderer*, is launched on the Thames.

The German Reichstag passes the Unearned Increment Bill.

February 2.—The French aviator Le Martin, breaks the world's passenger-carrying record at Pau by taking seven other persons for a five-minute flight.

The Honduran Congress votes against President Davila's arrangement for a $10,000,000 loan from the Morgan syndicate.

Domestic

WASHINGTON

January 28.—The Canadian Reciprocity Bill is introduced in the House by Mr. McCall of Massachusetts.

At the instance of President Taft, the Diamond Match Company cancels its patent on the use of sesqui-sulfid in matchmaking.

January 30.—The House passes the Tariff Board Bill by a vote of 186 to 93.

January 31.—The Senate passes the Rivers and Harbors Bill, carrying about $36,000,000.

The House decides in favor of San Francisco as the site of the Panama Canal Fair.

February 1.—Rear-Admiral Charles S. Sperry dies of pneumonia at the Naval Medical School Hospital.

February 2.—The Senate passes the Gallinger Ship Subsidy Bill by the deciding vote of the Vice-President.

A caucus of Republican Congressmen decides that under a reapportionment bill to be passed at this session the House membership shall remain at 391.

GENERAL

January 29.—Mrs. Elizabeth Stuart Phelps Ward dies at her home in Newton, Mass.

January 30.—J. A. D. McCurdy flies in an aeroplane from Key West to within ten miles of Havana, and is picked up by a naval vessel after making a safe descent upon the water.

January 31.—The 20-per-cent. reduction in the price of upper berths in Pullman sleeping-cars goes into effect.

Stockholders of the American Sugar Refining Company bring suit against the National Company for the purpose of ousting the Havemeyer interests.

February 1.—About thirty people are killed and great damage is done by a dynamite explosion at Communipaw, N. J., opposite New York City.

Where Were the Rest?—The eight-year-old son of a Baltimore physician, together with a friend, was playing in his father's office, during the absence of the doctor, when suddenly the first lad threw open a closet door and disclosed to the terrified gaze of his little friend an articulated skeleton.

When the visitor had sufficiently recovered from his shock to stand the announcement the doctor's son explained that his father was extremely proud of that skeleton.

"Is he?" asked the other. "Why?"

"I don't know," was the answer; "maybe it was his first patient."—*Harper's Magazine.*

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Information Director

Portland Commercial Club

Portland, Oregon

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This beautiful Red Cedar Chest protects furs and clothing against moths, mice, dust, dampness. No camphor required. Fine hand-rubbed piano finish. Copper decorations. Very ornamental. Pays for itself by saving cold storage expenses. Ideal gift. Many other styles. Direct from our factory saves you dealer's profit. We prepay freight. Write today for our handsomely illustrated catalogue. It shows all designs and gives prices.

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The Royal Mail Steam Packet Company

2 Cruises de Luxe

By the Magnificent New

S. S. "AVON"

Twin-Screw (11,073 tons)

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Mediterranean Leaves New York Mar. 8. Eighty-two days in **Europe**, visiting **Italy**, the **Alps, Germany, Holland, Paris** and **London.** Other Mediterranean Tours Apr. 8, May 10, June 10.

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By the Splendid S.S. SCHLESWIG 7,000 TONS
Leaving GENOA APRIL 28
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ROUND TRIP $250. AND UP
A strictly Oriental journey by a ship constructed solely for service in these waters. Excellent cuisine Every comfort, convenience and luxury
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Write for Booklet D of the Cruise that Interests You
FARTHEST NORTH MID-SUMMER TOUR EVER PLANNED. WITHIN LESS THAN 10° OF THE NORTH POLE
Chance to Hunt Big Game!
BY THE WELL-KNOWN S.S. GROSSER KURFUERST 13,782 TONS—9,700 H.P.
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TWO NOVEL CRUISES
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EUROPE Tours *de Luxe* and Vacation Tours for 1911. Many visit London for Coronation of KING GEORGE V. Hotels and seats for Processions reserved.

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Two parties sailing in March, 1911. Special arrangements for private tours at any time.

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Several parties eastward and westward in 1911.

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Europe Select 9000 mile summer tours. Personal escort; **$260** wide choice of routes; eleven years' experience; highest testimonials. Apply at once.
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100 days, June 10, Azores—Madeira—Gibraltar—Algiers—Europe (Vienna, Berlin). Short tour same ship. Later tours. 12 years of best tours at lowest rates.
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Sailing Apr. 19, 1911, Greece, Egypt, Palestine, Asia Minor, Constantinople. Inspiring leadership. *Minimum cost.*
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Spring party completed. Next tour sails July 3rd. Exclusively first class. For itineraries address
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Free Trip to Europe or in America will be given at any time to an organizer of a party of eight. Address BABCOCK'S TOURS, 1137 Dean Street, Brooklyn.

The Westminster Travel Party
way is efficient, reasonable. Japan party sails March 8, $695. Ten parties to Europe, 1911. Get Booklet I, Fulton, Mo.

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All About It.
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102 Congregational House Boston, Mass.

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Small Parties: Auto Excursions; June Sailings. A trip worth while. $590 up.
E. W. VAN DEUSEN, 542 W. 124th St., N. Y.

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Dr. A. C. FLICK, SYRACUSE, N. Y.

Travel and Resort Directory

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Twin-Screw S.S. NEW YORK 10,800 Tons
Sails March 4, 31 Days, Costing $150 & up
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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Queries referred to this department will be answered only in the printed column, and owing to limited space, will be selected with a view to general interest.

"A. L.," New York, N. Y.—"In the following extract from a speech,—'A general consensus of opinion among the scholars of the world,'—are not the words *general* and *of opinion* unnecessary?"

"Consensus of opinion" is a recognized phrase supported by literary usage, notwithstanding the fact that it is tautological. The adjective "general" is superfluous in this instance.

"J. L. L.," New Orleans, La.—"A coin that is worth about $.02½ is sometimes called a 'quartee.' Kindly give the derivation of this word, and state whether this is its correct spelling."

An authority records the term "quart" (derived from Spanish *cuarto*), and defines it as "a Spanish copper coin, worth four maravedis." No note is made of the spelling *quartee*, and the term "quart" itself is classed as obsolete.

"L. S.," Toledo, O.—(1) "Please give the full meaning of the word 'boycott,' and specify its correct use. (2) In the sentence, 'He saw the beacons blazing on the hills afar,' is *afar* an adjective or an adverb?"

(1) The STANDARD DICTIONARY (p. 228, col 1) defines the verb "boycott" as follows: "To combine against by refusing to deal or associate with, place the products or merchandise of under a ban; a method of attack in political or labor conflicts first practised by Land-Leaguers in Ireland." A correct use and meaning of the term may be noted in the following quotation: "The neighbors of the boycotted man refuse to hold any intercourse with him and his family: they will not eat with him, drink with him, buy from him or sell to him."—*Gladstone.*

(2) "Afar" is an adverb, and in this sentence it modifies the prepositional phrase "on the hills," according to the rule that "on the same principle that an adverb modifies another adverb, it sometimes also modifies an adjunct, *a phrase*, or a sentence." From its position in the sentence, it would appear to indicate the location of the hills rather than that of the blazing beacon.

"J. J. W.," Hague, N. D.—"Is there any authority that justifies the placing of the accent on the first syllable of the word 'inquiry'?"

Dictionaries are unanimous in giving the pronunciation of this word as in-quir'y, with the accent on the second syllable and the sound of *i* as in *isle*. No other pronunciation is recorded.

"W. I. C.," Texarkana, Tex.—"Kindly give the correct pronunciation of 'menu.' It is so often pronounced as main-you."

The sound of *e* in this word is obscure, as in the last syllable of the word *element*. The *u* has not the full "*u*" sound as in *feud*, but is modified by a combination with the sound of "*e*," resulting in the French *u*. The accent falls on the second syllable.

"C. E. S.," Fort Collins, Colo.—"Is there any rule for the pronunciation of words ending with 'c,' to which the suffix 'ism' is added, as in 'mysticism,' 'romanticism'?"

A key to the pronunciation of words in this class is found in these two rules in orthography. "*C*, when it ends a syllable, is generally hard, like *k*"; hence, *mystic, romantic*. In *mysticism* and *romanticism* this *k* sound is changed to *s* because of the rule that "*C* before *e*, *i*, or *y* is always soft."

She Couldn't.—"I'm so proud of you, dear, that when everybody yelled at that mouse in the library this evening you sat absolutely still," said the husband with admiring eyes. "Didn't you see it?"

"No, dear," replied the wife. "It isn't that I didn't see it. I couldn't see it. I had my old stockings on."—*Ladies' Home Journal.*

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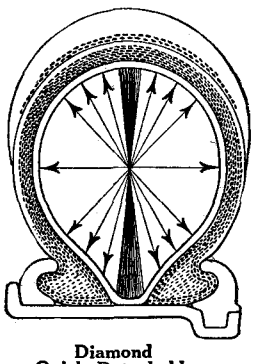
Look to What Counts Most—

—what determines the service you will get for your money. It is the Quality and Quantity of materials used, workmanship employed and the knowledge and character of the men behind the guns.

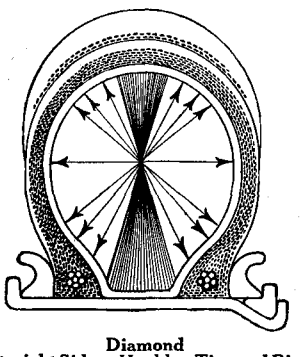
Diamond TIRES

In their 12th triumphal year have yet to offer a feature adopted for advertising purposes.

A CORRECT PRESENTATION OF THE CLINCHER AND STRAIGHT SIDE TIRE SUBJECT.



Diamond
Quick Detachable
Clincher Tire and Rim



Diamond
Straight Side or Hookless Tire and Rim
Also called Mechanical type and Dunlop type

Arrows in both tires show counterbalanced lines of pressure. The black portions show that part of each tire in which this pressure is not balanced.

THE RELATIVE MERITS of these tires, differing only in method of attachment, have never been correctly presented so far as we know. We wish to correct some of the misapprehensions and misrepresentations heretofore current.

THE CLINCHER AUTOMOBILE TIRE IS THE STANDARD OF THE WORLD. With ten years of development by the leading manufacturers, it stands today a faultless construction. The principle of utilization of inflation pressure for retention on the rim is mechanically correct. The radial lines of force tending to cause the tire to leave the rim are nearly counterbalanced by similar forces tending to keep it on the rim. The unbalanced or destructive force (shown in black in the cuts above) is relatively slight, thereby reducing the strain on the beads to a minimum easily within their capacity. The lateral lines of force in a properly designed clincher tire are all active in keeping the tire beads engaged in the hooks of the rim.

WE EMPHASIZE "PROPERLY DESIGNED" because it is readily seen that if a tire is out of balance—that is, too large in cross section for the rim—the active forces will not balance perfectly. In a properly designed clincher tire, inflation but increases the force holding the tire on the rim.

DIAMOND TIRES ARE MADE IN BOTH CLINCHER AND STRAIGHT SIDE TYPES.

NO INHERENT POINTS in the construction of the Straight Side tire prevent its production in first-class quality. This type has never equalled the leading clincher tires because its sales have been almost exclusively to builders of low-priced cars, unwilling to pay the price for Diamond quality.

AS TO SIZES—Note that the Straight Side rim has a wider base between the flanges than the clincher rim. Therefore, a given amount of tire material will enclose greater air space. We do not wish to deceive the public, however. This **difference does not** mean more high cost materials, it **means more inexpensive air,** and the carrying capacity of a Straight Side tire is exactly the same as that of a clincher tire of a corresponding size.

The Straight Side tire is retained on the rim by bands of the finest piano wire, of tremendous strength, which is necessary, as the strains in this tire are unbalanced strains. These braided wire bands are rigid. **They neither stretch nor constrict to grip the rim, nor do those of any other tire manufacturer constrict. Frictional contact under pressure of inflation prevents "creeping."**

THE DIAMOND STRAIGHT SIDE TIRE IS THE BEST OF ITS KIND, built with a clear understanding of the principles involved, not for the purpose of securing initial equipment orders at a low price.

RIM CUTTING IS SOMETHING WHICH NOW FIGURES MORE LARGELY IN ADVERTISING MATTER than in cost to the tire user. It is caused by imperfectly fitting tires in either the clincher or straight side type. Rim cutting is not ordinarily one of the results of riding tires deflated, but, instead, bruises and loosening of the tread are likely to result. We do not guarantee tires not to be injured by deflated running, **nor does any manufacturer.**

PATENTS—Neither the clincher tire nor the Straight Side tire is covered or controlled by any valid patent.

TIRE SIZES—SO CALLED "OVERSIZE" AND OTHER NOVELTIES

WE WISH IT DISTINCTLY UNDERSTOOD that Diamond tires are neither oversize nor undersize. Their size is not determined for advertising purposes and should not be. It is fixed intelligently and scientifically by engineers who know, and Diamond tires are all the right size for their respective rim sizes. There is no larger Straight Side tire than the Diamond. But we have frankly told you this means **not** more rubber, but more air.

The point is that you must not fix your attention on immaterial or misleading things. An inferior tire with a thin wearing surface is a poor thing at any price—no matter how attached to the rim or how much "oversize."

WHAT COUNTS MOST, costs the manufacturer most and determines the service you get is quality and quantity of materials used and the knowledge and character of the men behind the guns.

It means more to you that we offer tires containing better rubber, more rubber, thicker treads—tires that will last longer, puncture less easily, stone bruise rarely—than that we give you a little larger tire, if the latter means only a little more air.

Ask for Booklet H. It's worth while.

THE DIAMOND RUBBER COMPANY, Akron, Ohio, AND ALL PRINCIPAL CITIES

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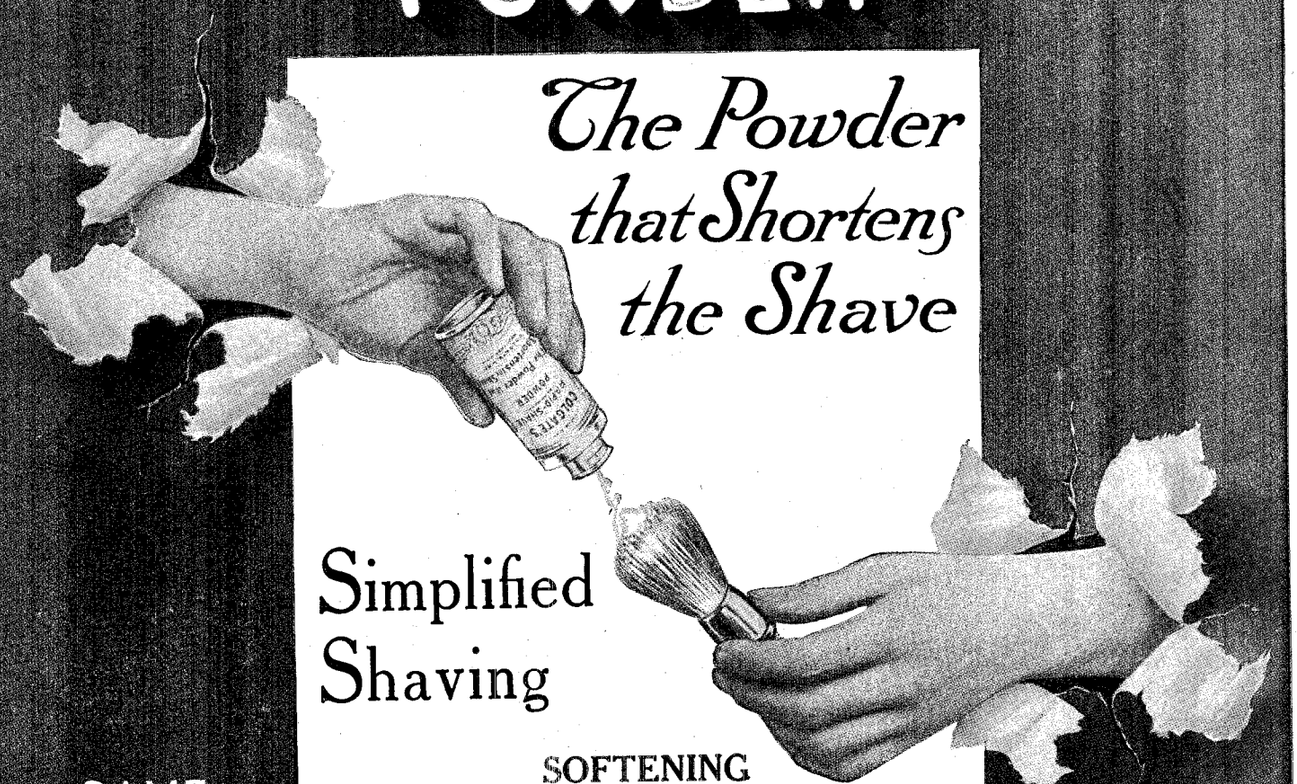

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Leaves the skin smooth, cool and comfortable. Analyses by eminent chemists show it to be both antiseptic and germicidal.

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Fresh, untouched soap for every shave, shaken from a dust-proof, germ-proof box.

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